

# ***Motor Vehicle Traffic Crash Fatality Counts and Estimates of People Injured for 2005***

***Based on  
The Fatality Analysis Reporting System (FARS)  
and  
The National Automotive Sampling System  
General Estimates System (NASS GES)***

***DOT HS 810 639***

***August 2006***

# **2005 Annual Assessment**

*This report updates the 2005 Projections released in April 2006, which were based on a statistical procedure using incomplete/partial data.*

*This report also compares fatality counts and estimates of people injured resulting from motor vehicle traffic crashes occurring in 2005, with counts and estimates from final 2004 files. As usual, the final numbers reported are updated from the previously released annual file data; the 2004 final file shows an increase of 200 more fatalities.*

*Counts and estimates are based on Fatality Analysis Reporting System and NASS General Estimates System files, as indicated in the sources listed on page 4.*

*The fatality counts for 2005 will be finalized next year. Data from 2004 and prior years are final and will not be updated again.*

# **2005 Annual Assessment**

***Since the fatality counts from FARS data are based on a census of fatal traffic crashes, the fatality data contained in the following tables is not subject to sampling error.***

***However, the estimates of people injured from NASS GES data are based on a nationally representative sample of police-reported crashes and hence are subject to sampling errors.***

***The changes in people-injured data between 2004 and 2005 that are statistically significant (where applicable) are indicated in the respective tables with a footnote.***

- **Crash Data**
  - ◆ **Fatality Analysis Reporting System**
    - 2004 (and prior years) **Final File**
    - 2005 **Annual Report File**
  - ◆ **NASS General Estimates System**
    - 2005 (and prior years) **Annual File**
- **Exposure Data**
  - ◆ **Vehicle Miles of Travel (VMT)**
    - **Federal Highway Administration (FHWA)**  
2004 and Prior Years – **Annual Highway Statistics Publication**  
2005 – **Traffic Volume Trends (April 2006)**
  - ◆ **Registered Vehicles**
    - **Based on NHTSA's Projections, R.L.Polk and FHWA**
  - ◆ **Population Estimates (based on 2000 Census)**
    - **Census Bureau**

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# ***2005 Annual Assessment Highlights***

*In 2005 ...*



**43,443 people were killed in motor vehicle crashes**

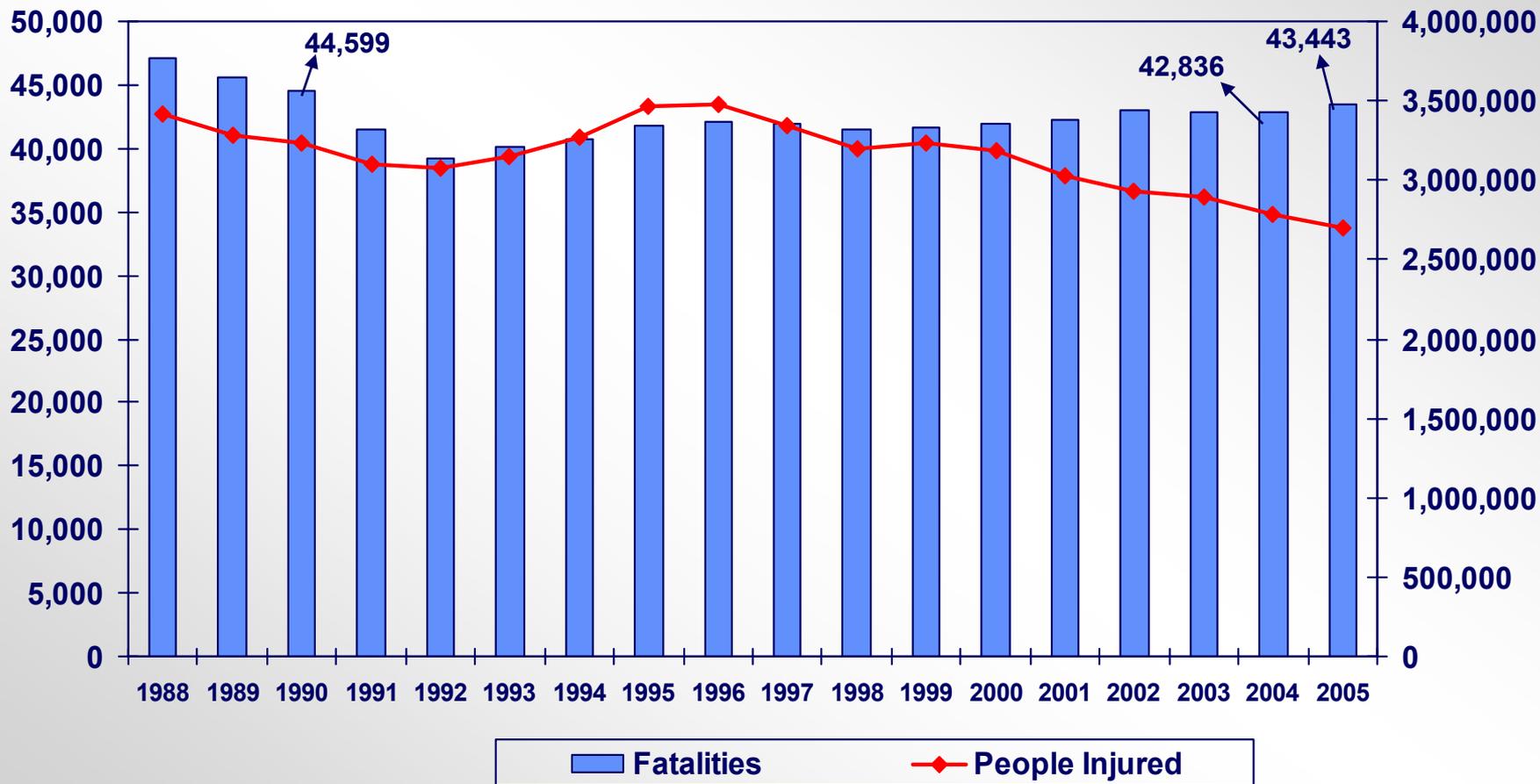
- a **1.4% increase** from 2004
- **highest level killed since 1990**



**2,699,000 people were injured**

- a **3.2% decline** from 2004

# People Killed and Injured In Traffic Crashes, by Year



Source: FARS

# 2005 Annual Assessment Highlights

**Exposure (VMT) did not change, resulting in**

**an *increase* in the motor vehicle crash fatality rate to *1.47* per 100 million VMT**

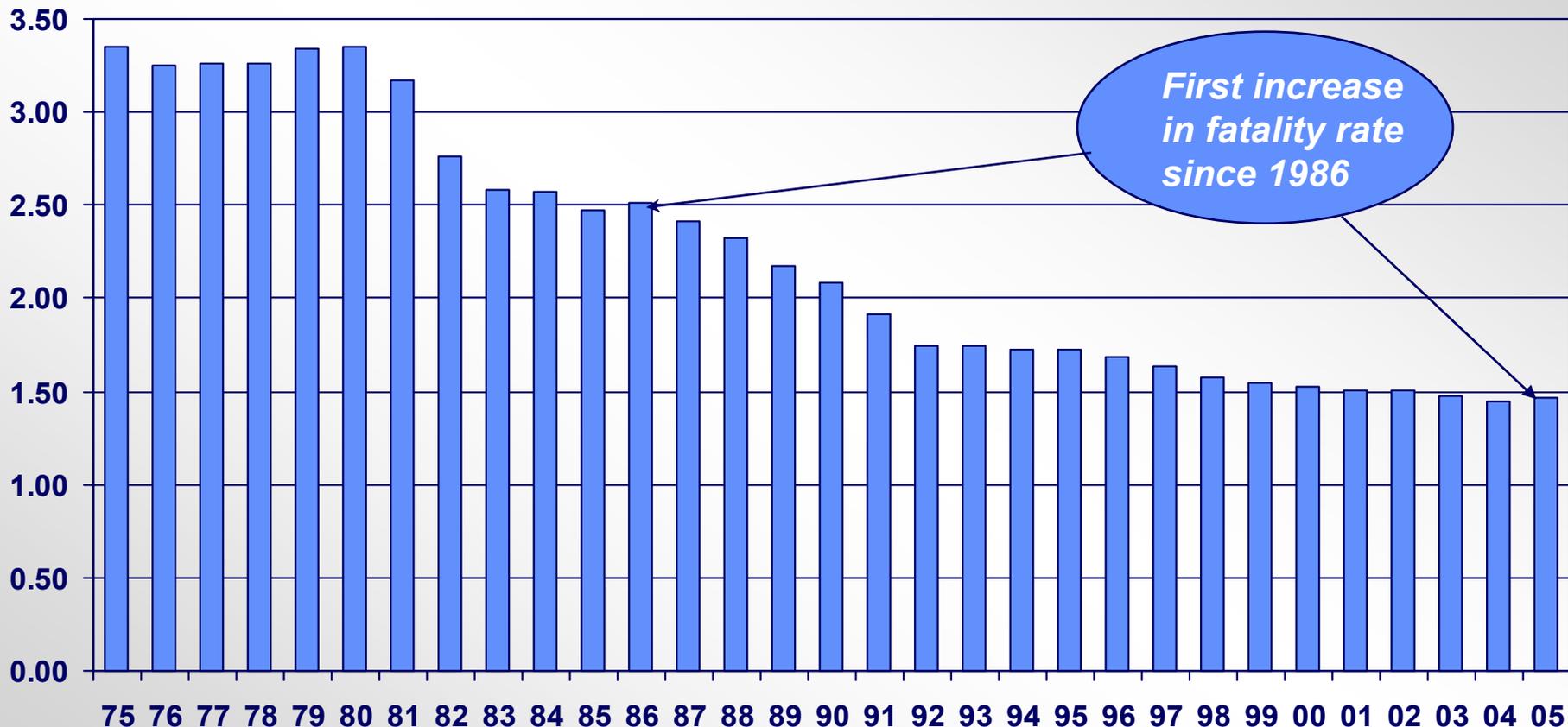
**a *decline* in the motor vehicle crash injury rate to *91* per 100 million VMT**



Exposure Measure	Year		% Change
	2004	2005	
Vehicle Miles Traveled	2,962,513*	2,965,343**	+0.1%
Fatality Rate/100M VMT	1.45	1.47	+1.4%
Injury Rate/100M VMT	94	91	-3.2%

\* FHWA Annual Highway Statistics      \*\*FHWA April 2006 Traffic Volume Trend Estimates      Sources: FARS, FHWA

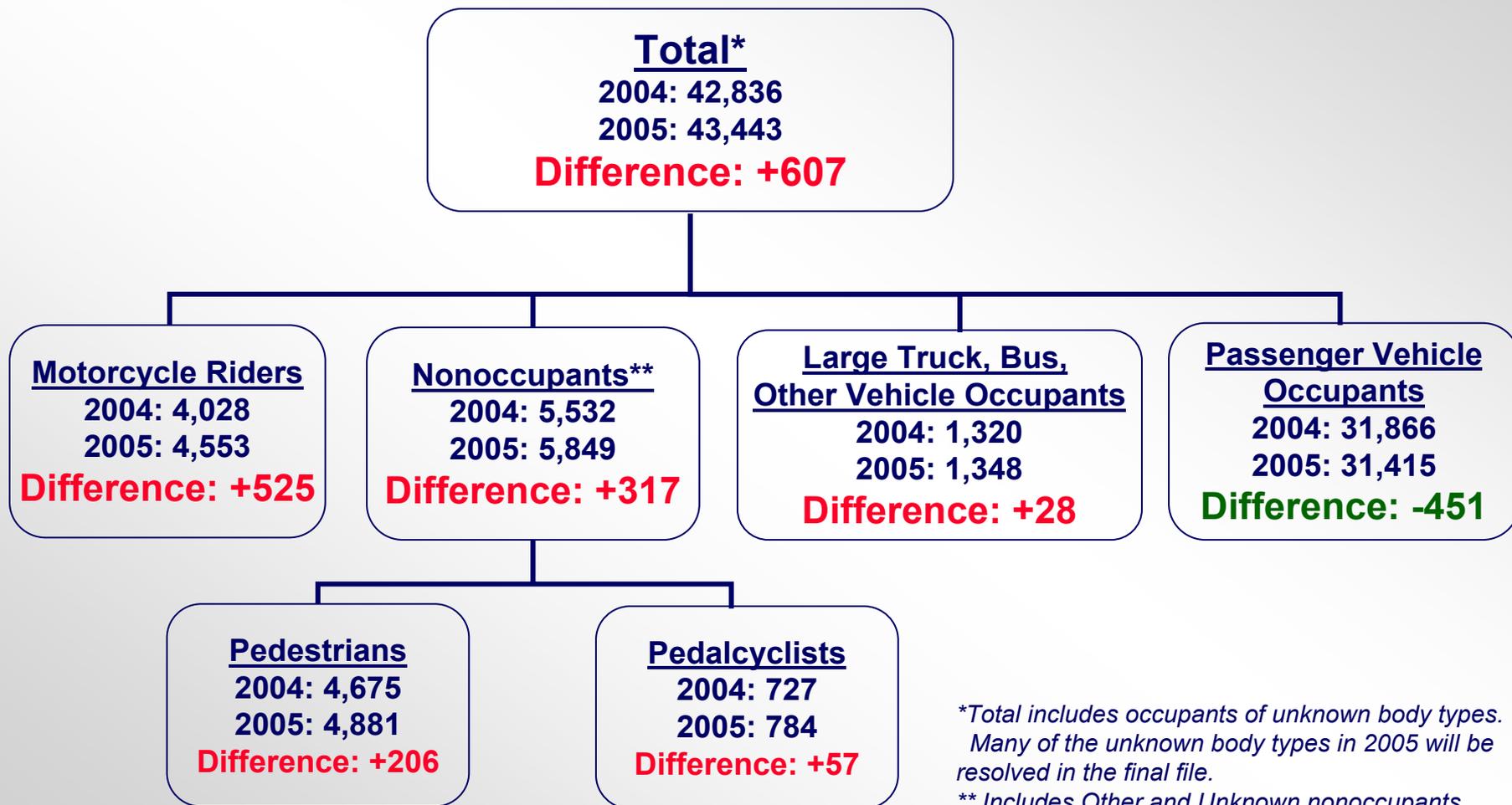
# Fatality Rate Per 100 Million VMT, by Year



Sources: FARS, FHWA

- **Fatalities *increased* for**
  - **Motorcycle riders**
    - *the 8<sup>th</sup> year in a row*
  - and**
  - **Nonoccupants**
  
- **More than compensating for a *decrease* in passenger vehicle occupant fatalities**

# Changes Between 2004 and 2005 Fatalities by Role



*\*Total includes occupants of unknown body types. Many of the unknown body types in 2005 will be resolved in the final file.*

*\*\* Includes Other and Unknown nonoccupants*

# Changes Between 2004 and 2005 Fatalities, by Month and Quarter

*Most of the increase in fatalities occurred in the 2<sup>nd</sup> half of the year*

Month	Year		Change by Month	Change by Quarter
	2004	2005		
January	3,251	3,110	-141	-141
February	2,925	2,923	-2	
March	3,207	3,209	+2	
April	3,398	3,581	<b>+183</b>	<b>+20</b>
May	3,803	3,685	-118	
June	3,774	3,729	-45	
July	3,902	4,214	<b>+312</b>	<b>+393</b>
August	4,003	3,890	-113	
September	3,586	3,780	<b>+194</b>	
October	3,843	4,012	<b>+169</b>	<b>+335</b>
November	3,501	3,756	<b>+255</b>	
December	3,643	3,554	-89	
<b>TOTAL</b>	<b>42,836</b>	<b>43,443</b>	<b>+607</b>	

Source: FARS

**Passenger vehicle occupants killed in rollover crashes *increased* by **2.1%****

- **Increased** for vans and pickup trucks
- **But declined** slightly for SUVs

## Passenger Vehicle Occupants Killed in Rollover Crashes, by Type of Vehicle

Type of Vehicle	Year		% Change
	2004	2005	
<b>Occupants Killed*</b>	<b>10,590</b>	<b>10,816</b>	<b>+2.1%</b>
<b>Passenger Cars</b>	<b>4,353</b>	<b>4,356</b>	<b>+0.1%</b>
<b>Vans</b>	<b>695</b>	<b>790</b>	<b>+14%</b>
<b>SUVs</b>	<b>2,929</b>	<b>2,877</b>	<b>-1.8%</b>
<b>Pickup Trucks</b>	<b>2,597</b>	<b>2,781</b>	<b>+7.1%</b>

\*Total Killed includes Occupants of Other Light Trucks

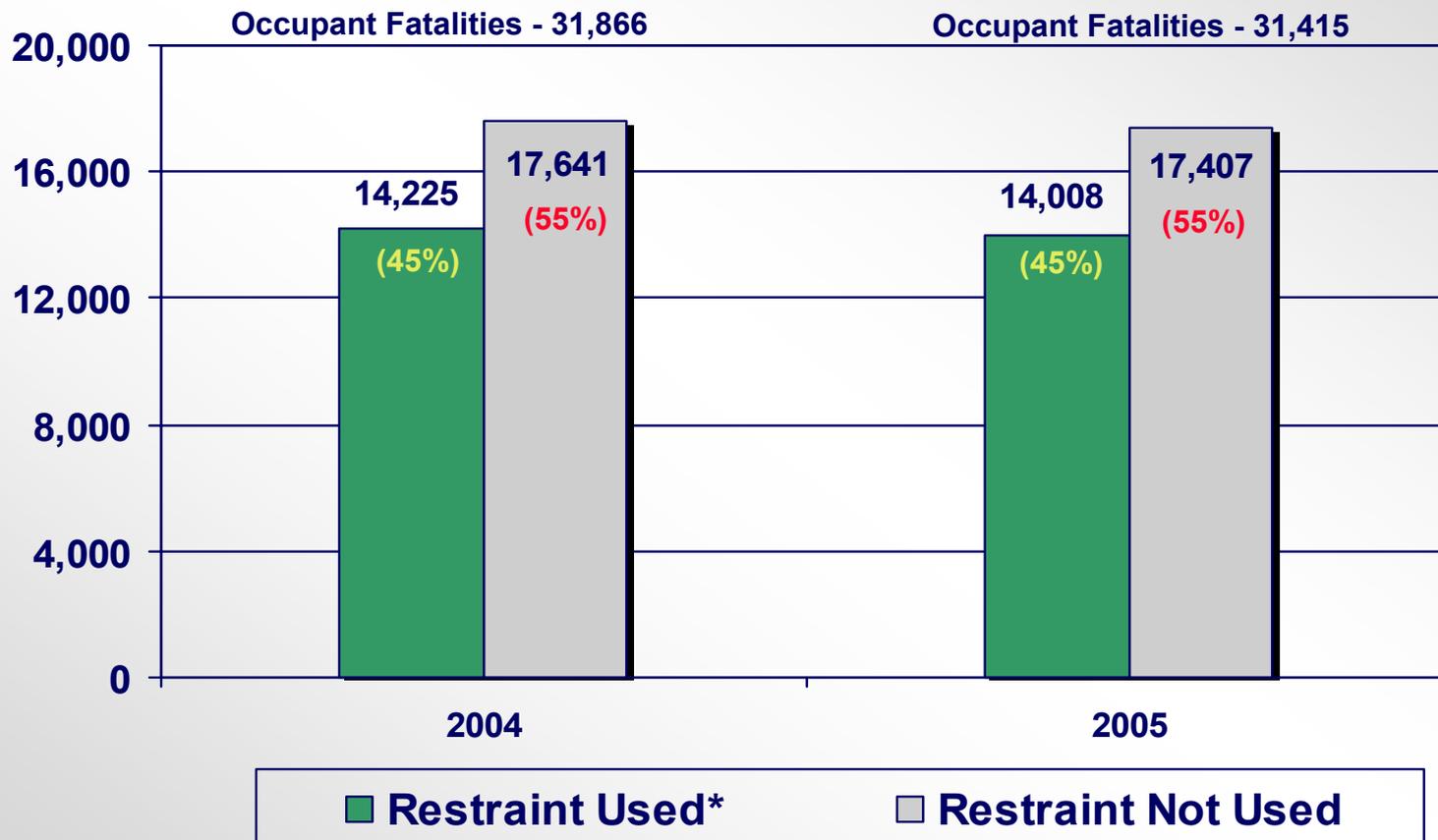
Source: FARS

# **2005 Annual Assessment Highlights**

**More than *half (55%)* of passenger  
vehicle occupants killed were  
*unrestrained***

***(Unchanged from 2004)***

# Passenger Vehicle Occupant Fatalities (All Ages), by Restraint Use



Occupant Fatalities whose restraint use was unknown were distributed proportionally to the known use categories. Restraint use was unknown for 7% of passenger vehicle occupant fatalities in 2004 and 7% in 2005.

\*Restraint Used = Use of any type of restraint, e.g., lap belt, lap/shoulder belt, child safety seat, etc.

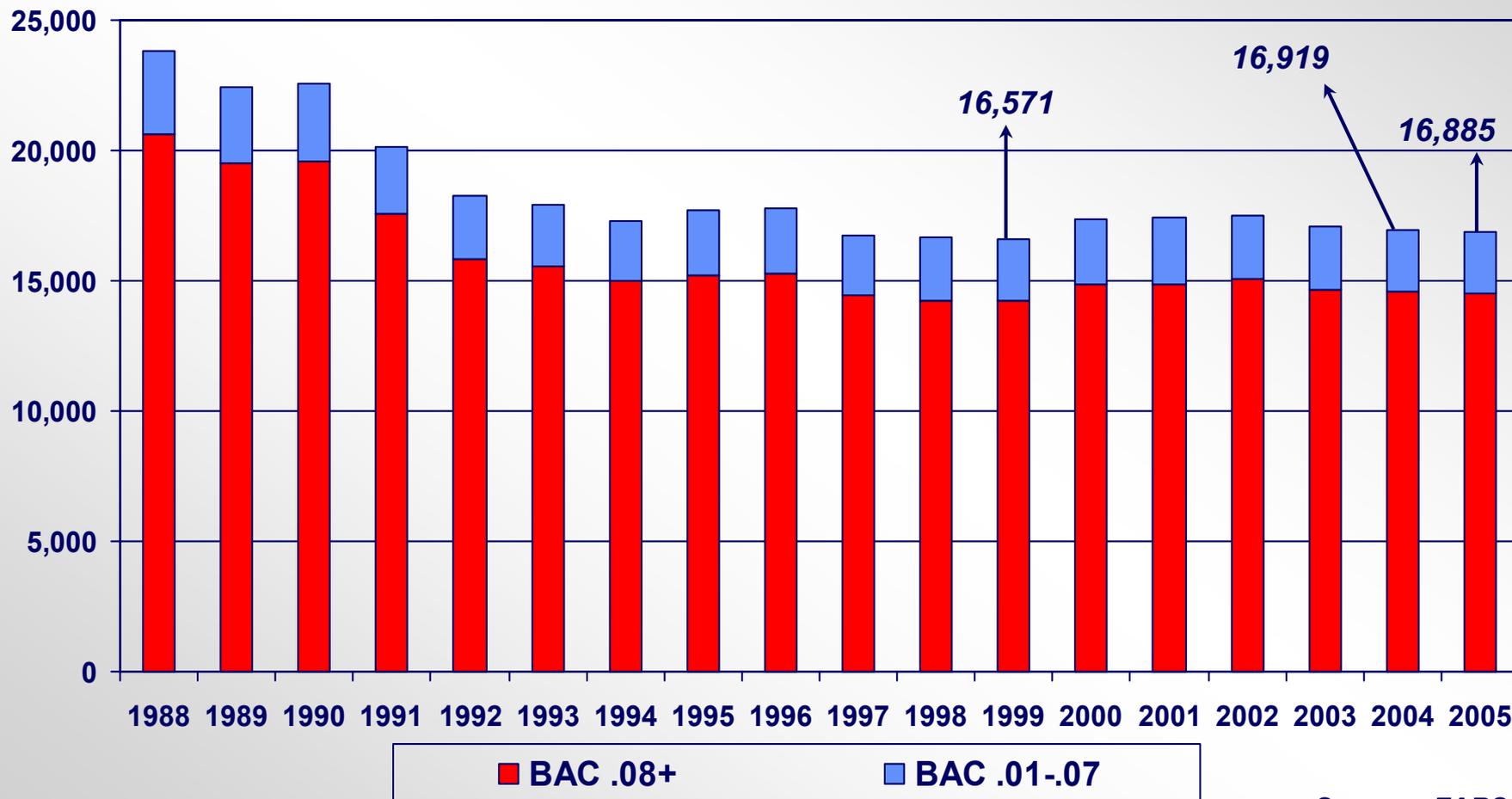
Source: FARS

## **Total alcohol-related fatalities and fatalities at BAC $\geq$ .08 g/dL**

**declined** (very slightly)

- **Total alcohol-related fatalities are at their lowest since 1999**

# People Killed in Alcohol-Related Traffic Crashes, by Year

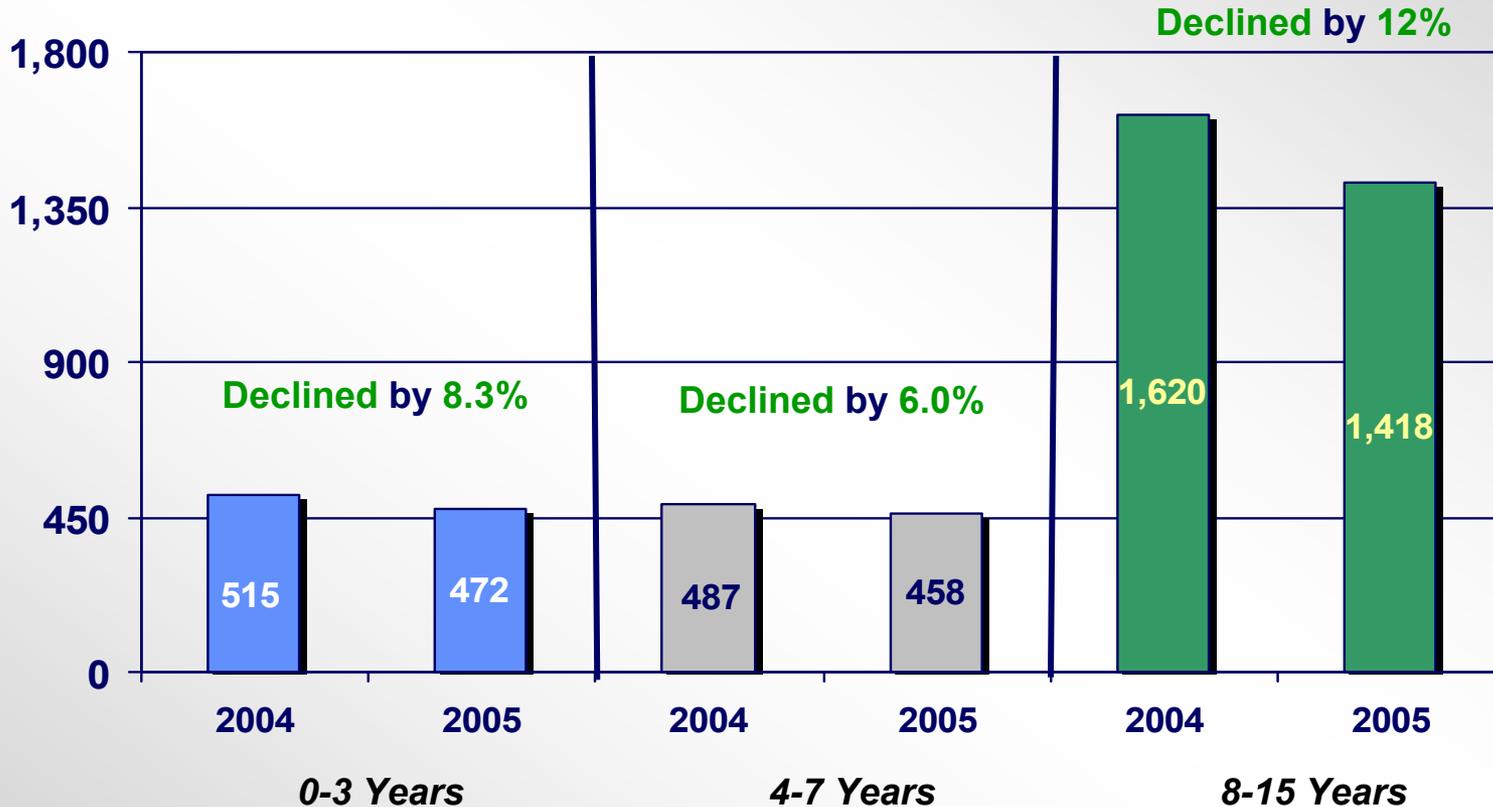


Source: FARS

## ***The number of fatalities **declined** for children of all ages***

- **Largest **decline** was for 8-to 15-year-olds**

# Children, Age 0 – 15, Killed in Motor Vehicle Crashes, by Age Group

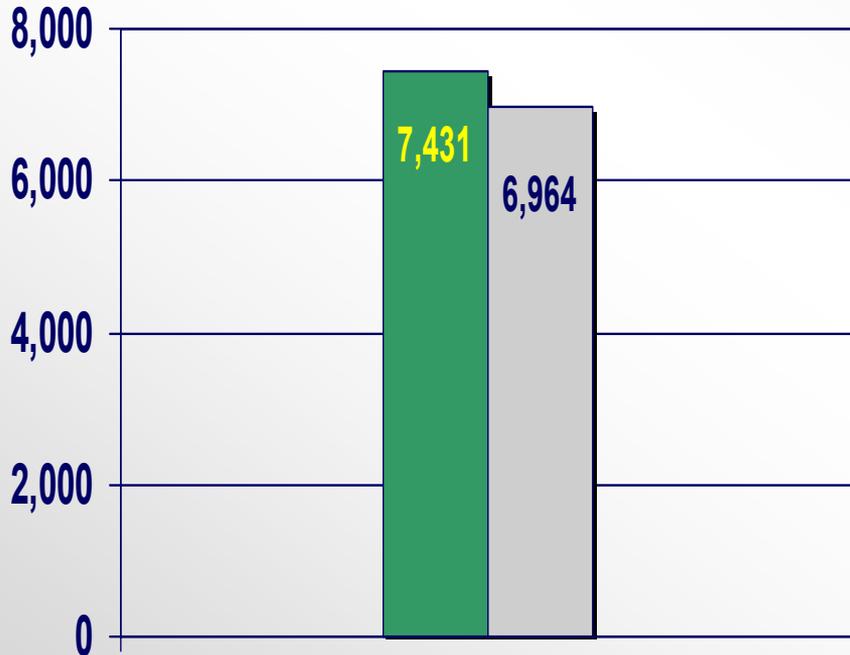


Source: FARS

- *The number of young drivers (age 16 to 20) killed **declined***
- *Fatal crash involvements of young drivers **declined***

# Number of Crashes Involving Young Drivers (Age 16 to 20) and Young Drivers Killed

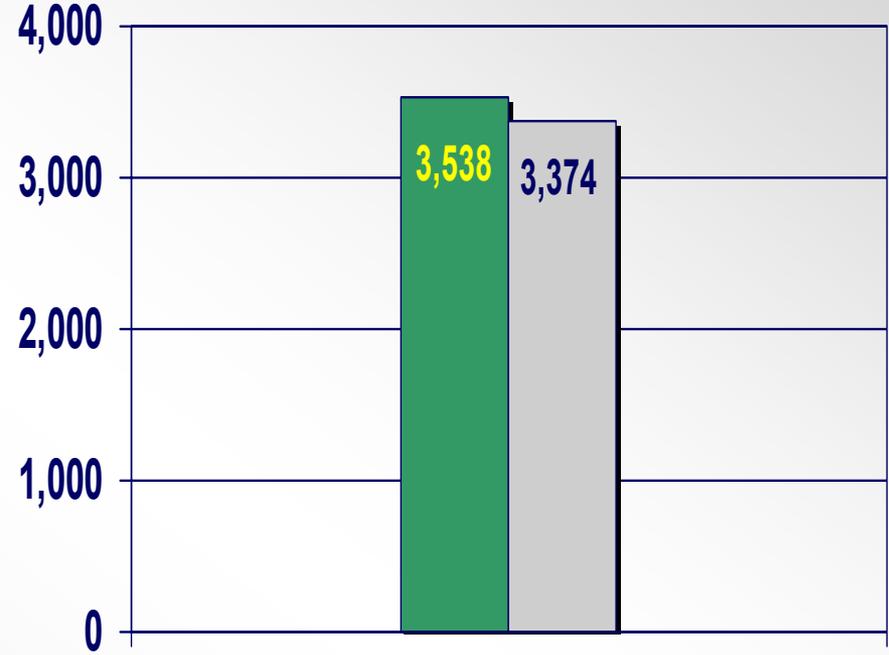
Declined by 6.3%



Fatal Crashes Involving Young Drivers



Declined by 4.6%



Young Drivers Killed



***A macro level look at  
where the increases are***

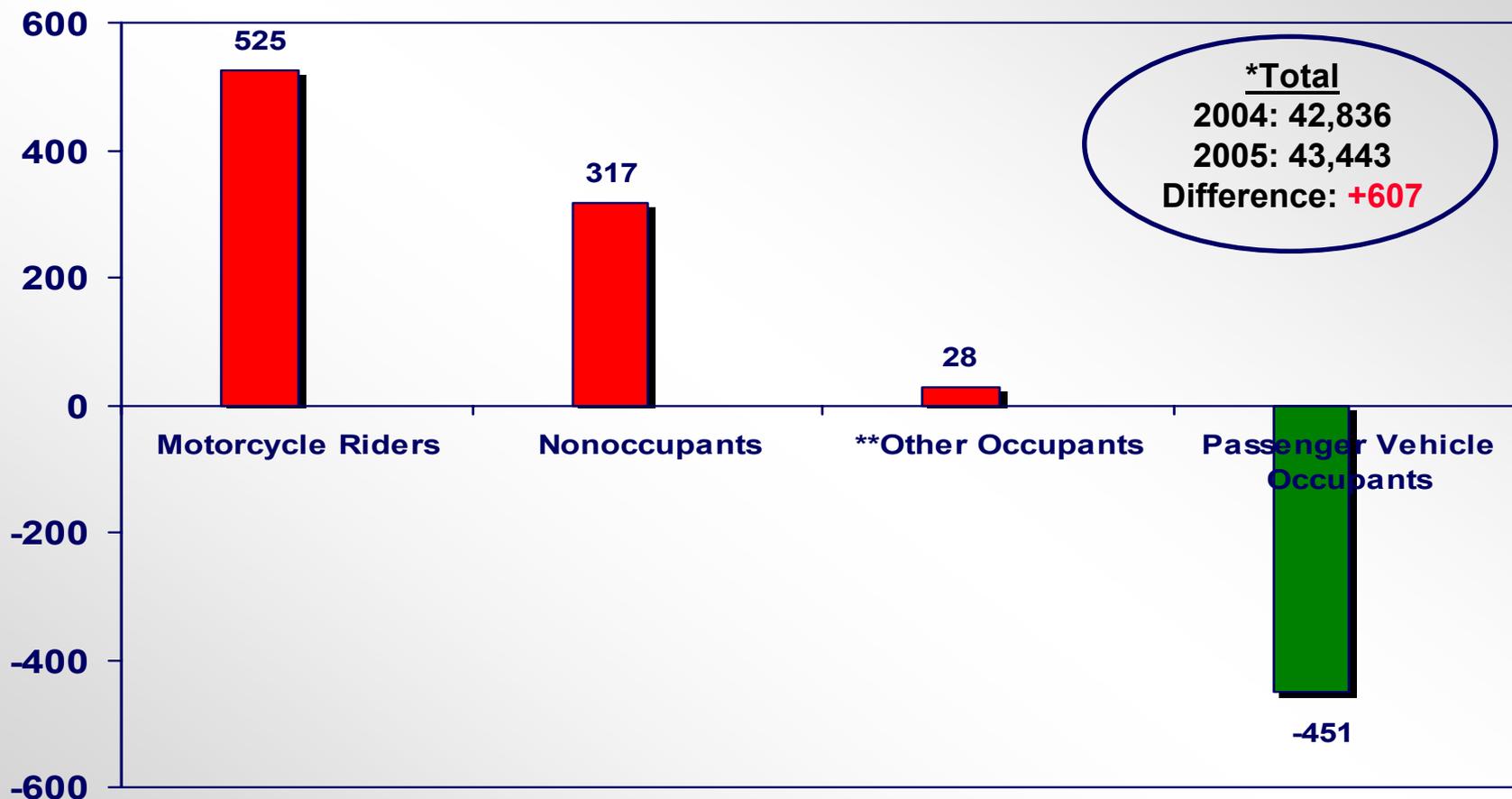
# **Summary of Increase in Fatalities**

- **607 overall increase**

## **Contributing to this increase were:**

- **525 additional motorcycle rider fatalities**
  - ◆ **A 13% increase from 2004**
  - ◆ **Largest absolute increase since 1977 for motorcycles**
- **317 additional nonoccupant fatalities, including**
  - ◆ **206 pedestrians**
  - ◆ **57 pedalcyclists**

# Changes Between 2004 and 2005 Fatalities, by Role

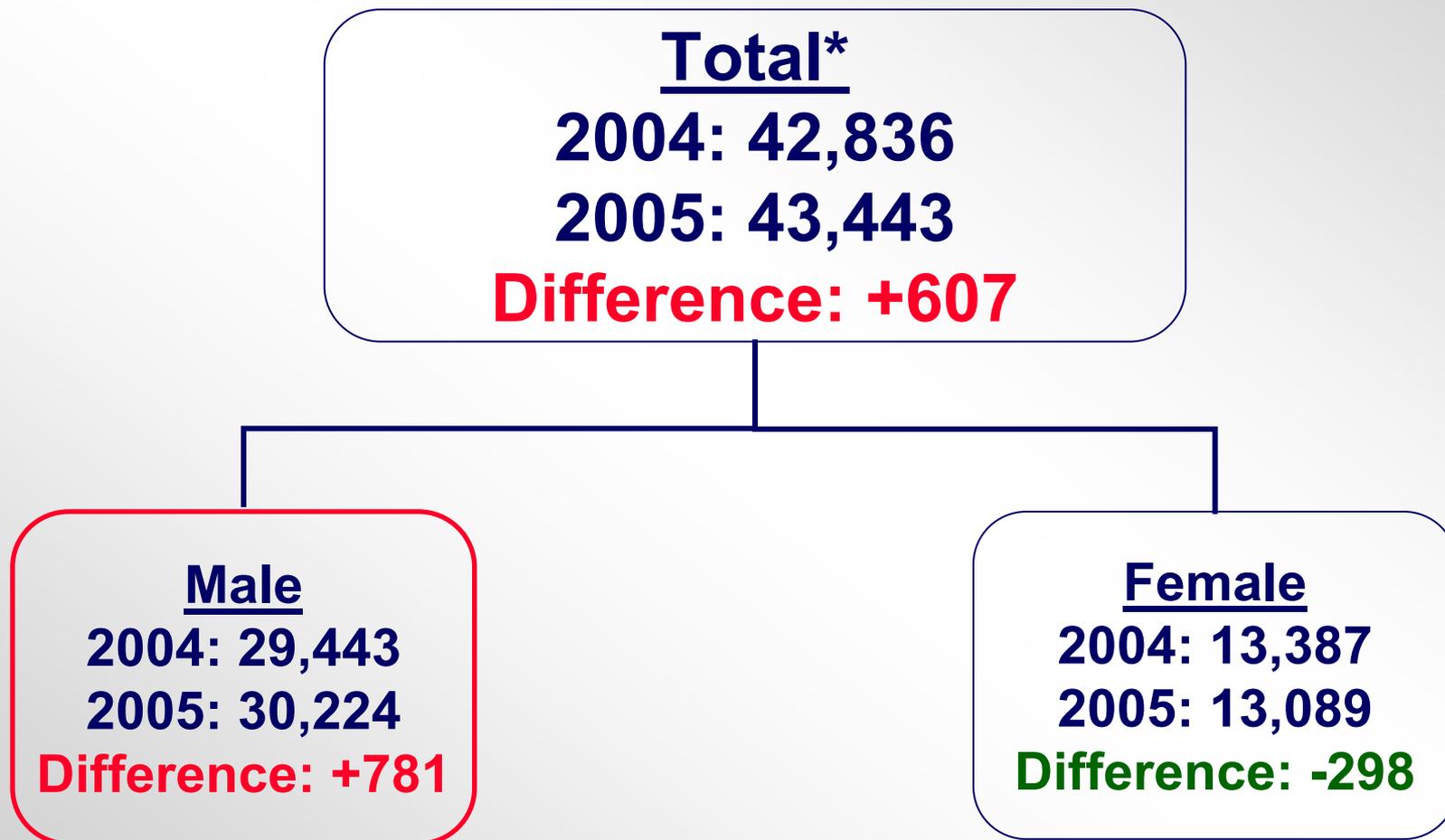


\* Includes 188 unknown occupants. Many will be resolved in the Final File next summer

\*\* Include occupants of Buses, Large Trucks and Other Vehicles

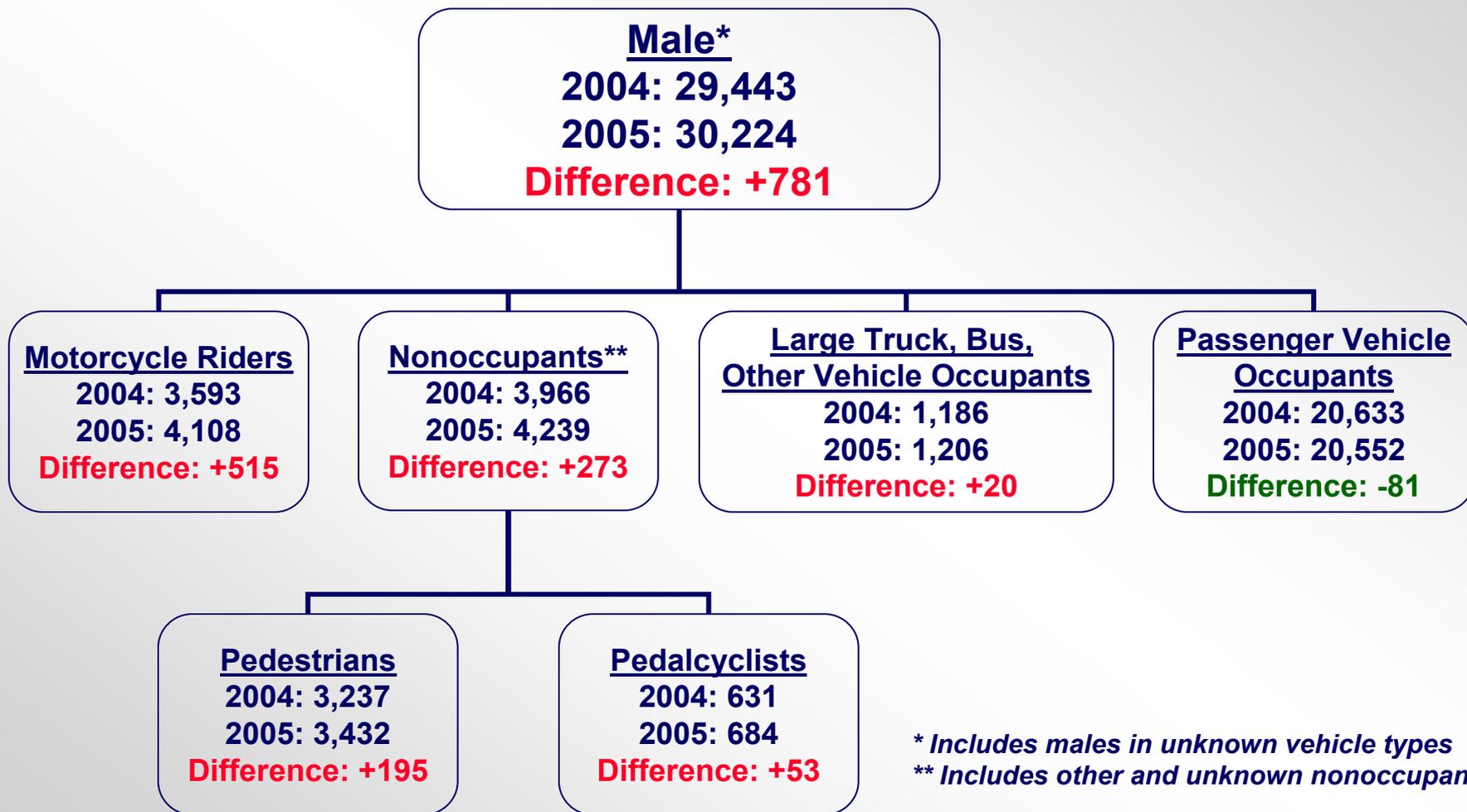
Source: FARS

# Changes Between 2004 and 2005 Fatalities, by Sex



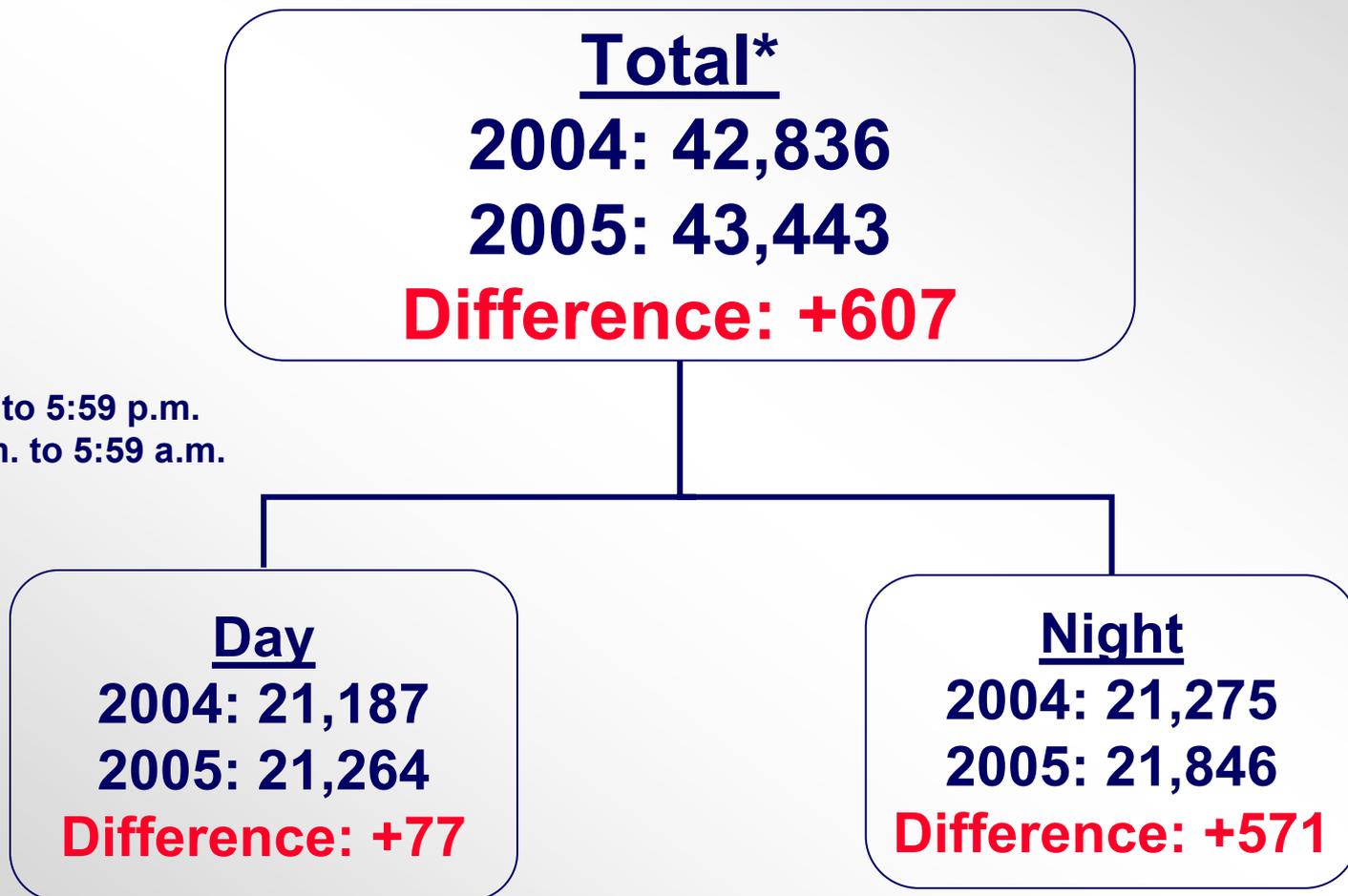
\* Includes Unknown sex type

# Changes Between 2004 and 2005 Male Fatalities



# Changes Between 2004 and 2005 Fatalities, by Time of Day

Day: 6 a.m. to 5:59 p.m.  
Night: 6 p.m. to 5:59 a.m.



\* Includes Fatalities when Time of Day was Unknown

# Changes Between 2004 and 2005 Nighttime Fatalities

**Night\***  
 2004: 21,275  
 2005: 21,846  
**Difference: +571**

**Nonoccupants\*\***  
 2004: 3,496  
 2005: 3,709  
**Difference: +213**

**Motorcycle Riders**  
 2004: 2,026  
 2005: 2,187  
**Difference: +161**

**Passenger Vehicle Occupants**  
 2004: 15,172  
 2005: 15,294  
**Difference: +122**

**Large Truck, Bus, Other Vehicle Occupants**  
 2004: 538  
 2005: 535  
**Difference: -3**

**Pedestrians**  
 2004: 3,087  
 2005: 3,241  
**Difference: +154**

**Pedalcyclists**  
 2004: 350  
 2005: 380  
**Difference: +30**

Night: 6 p.m. to 5:59 a.m.

\* Includes occupants in unknown vehicle types

\*\* Includes other and unknown nonoccupants

# Motorcycle Rider Fatalities, by Month

- **525 increase in motorcycle rider fatalities in 2005.**
  - **346** were in the months of September, October and November.

Month	Year		Change by Month	Change by Quarter
	2004	2005		
January	113	143	+30	-20
February	143	130	-13	
March	266	229	-37	
April	358	429	+71	+134
May	459	471	+12	
June	465	516	+51	
July	581	606	+25	+218
August	530	570	+40	
September	452	605	<b>+153</b>	
October	339	445	<b>+106</b>	+193
November	187	274	<b>+87</b>	
December	135	135	0	
<b>TOTAL</b>	<b>4,028</b>	<b>4,553</b>	<b>+525</b>	

Source: FARS

# ***2005 Annual Assessment***

## ***Comparison of 2005 Data to 2004 Data and Long-Term Trends***

## 2005 Data Shows ...

- The number of fatal crashes **increased by 1.9%**
- The number of fatalities **increased by 1.4%**
- The number of people injured **dropped by 3.2%\***
- The number of nonfatal crashes **declined by 0.4%**
  - Number of injury crashes **declined by 2.5%**

*\*Statistically significant at the 0.05 level (95% confidence intervals).*

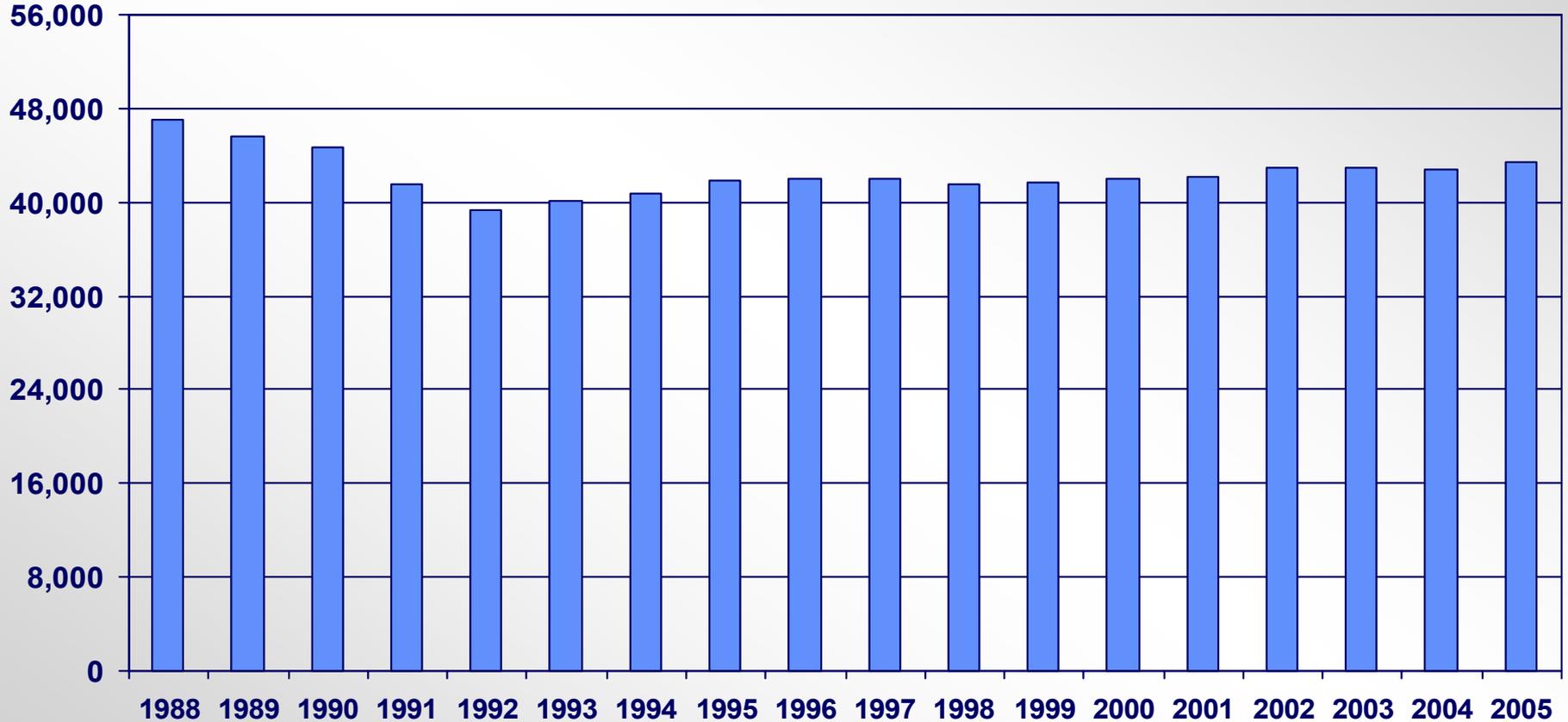
# People Killed and Injured and Number of Crashes

	Year		% Change
	2004	2005	
People Killed	42,836	43,443	+1.4%
People Injured	2,788,000	2,699,000	-3.2%*
Fatal Crashes	38,444	39,189	+1.9%
Nonfatal Crashes	6,143,000	6,120,000	-0.4%
Injury Crashes	1,862,000	1,816,000	-2.5%
Property-Damage-Only	4,281,000	4,304,000	+0.5%

\*Changes in People Injured are statistically significant at the 0.05 level (95% confidence intervals).

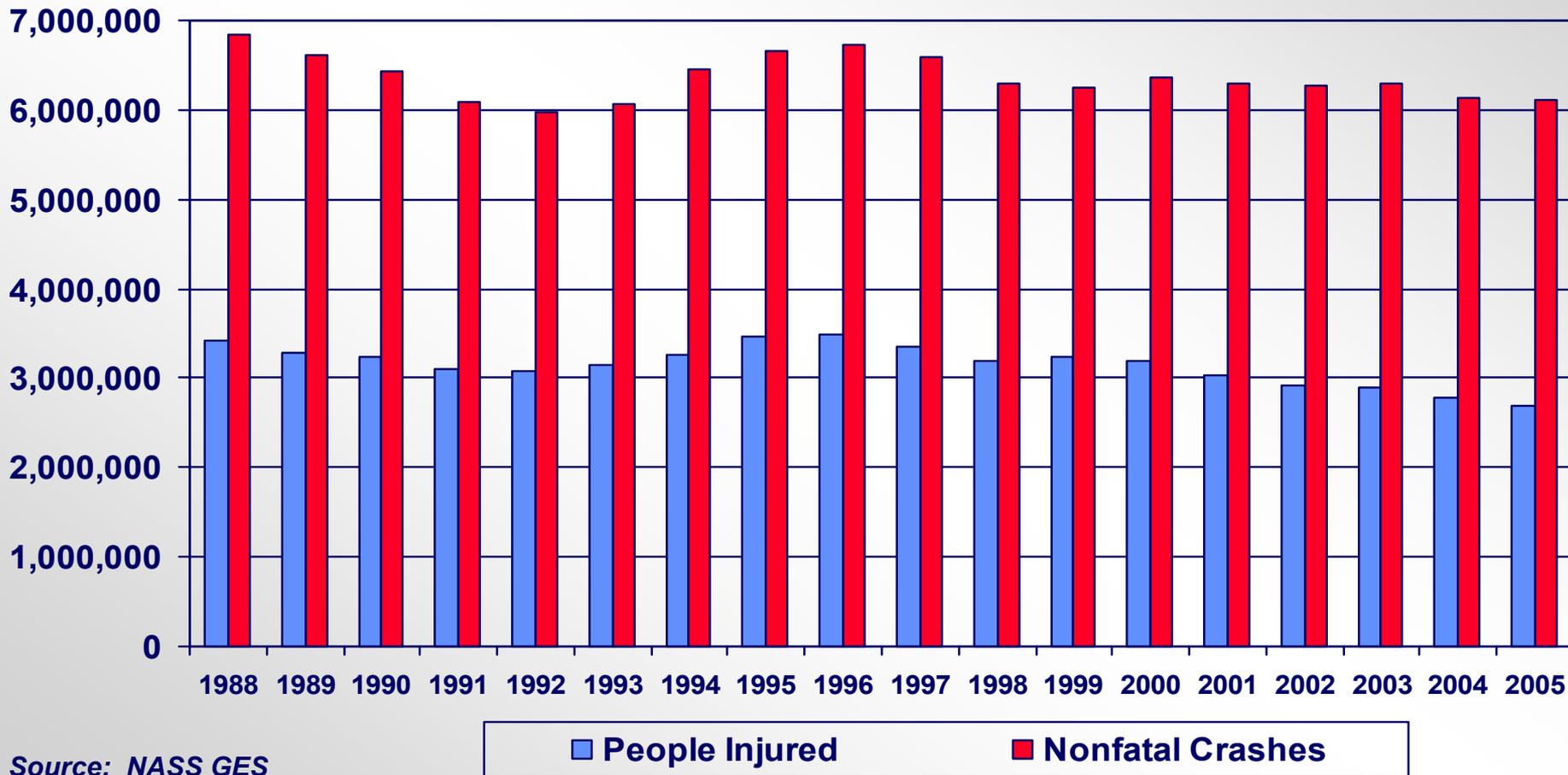
Sources: FARS, NASS GES

# People Killed in Traffic Crashes, by Year



Source: FARS

# Nonfatal Crashes and People Injured, by Year



## **2005 Data Shows ...**

### ➤ **Measures of Exposure**

**Vehicle Miles of Travel  
essentially remained the same**

**Registered Vehicles and  
Total U.S. Population *increased***

# Exposure Data

Exposure Measure	Year		% Change
	2004	2005	
Vehicle Miles Traveled (millions)	2,962,513*	2,965,343**	+0.1%
Registered Vehicles	237,961,465 <sup>1</sup>	242,721,000 <sup>2</sup>	+2.0%
Population***	293,656,842	296,410,404	+0.9%

\* FHWA Annual Highway Statistics

<sup>1</sup> FHWA Revised by NHTSA

\*\*\* July 1 Census Bureau estimates, release date December 22, 2005

\*\* FHWA Traffic Volume Trends (April 2006)

<sup>2</sup> Based on NHTSA's Projections

## **2005 Data Shows ...**

- **Fatalities per 100 million VMT increased 1.4% but remained below 1.50 for the third consecutive year**
- **Injury rates continued to decline in all categories**

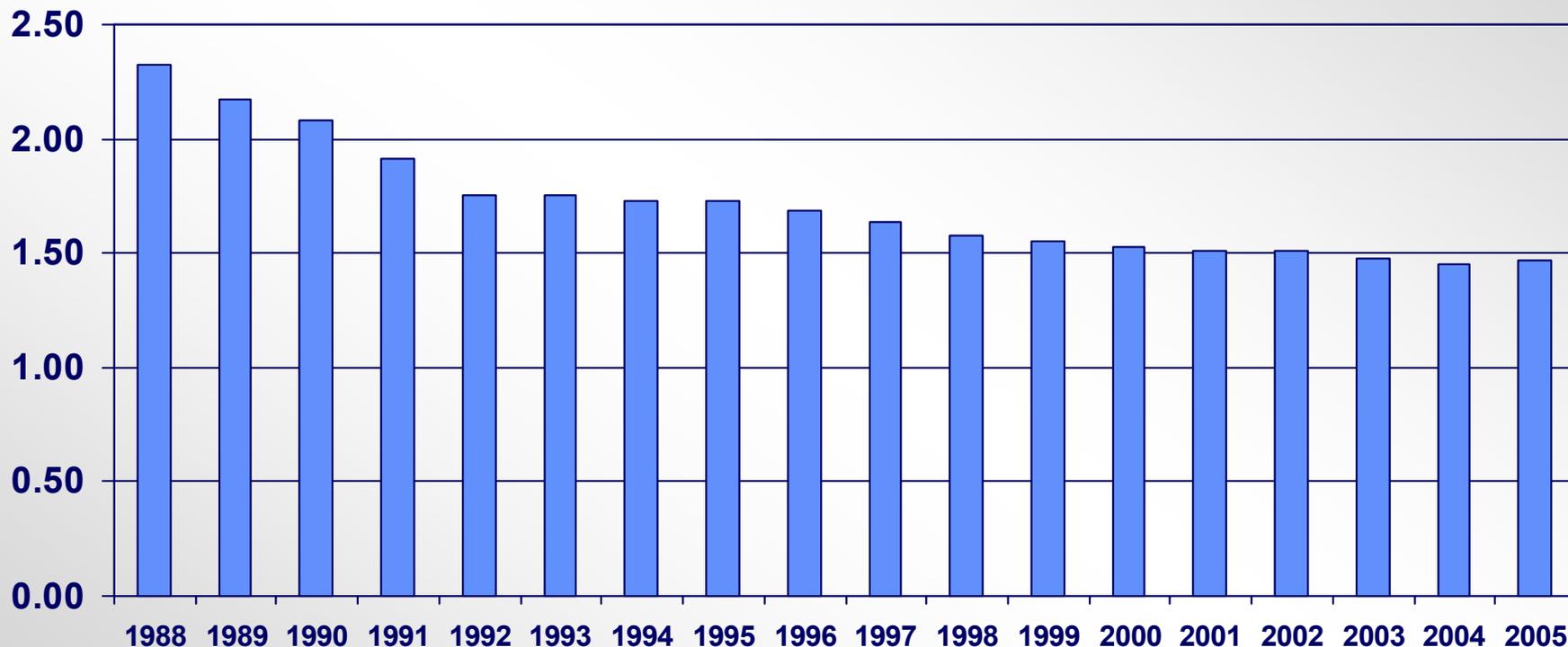
# Motor Vehicle Crash Fatality and Injury Rates

Rate	Year		% Change
	2004	2005	
<b>People Killed</b>			
/100M VMT	1.45	1.47	+1.4%
/100K Registered Vehicles	18.00	17.90*	-0.6%
/100K Population	14.59	14.66	+0.5%
<b>People Injured</b>			
/100M VMT	94	91	-3.2%
/100K Registered Vehicles	1,172	1,112*	-5.1%
/100K Population	949	911	-4.0%

\*Registered Vehicles Based on NHTSA's projections

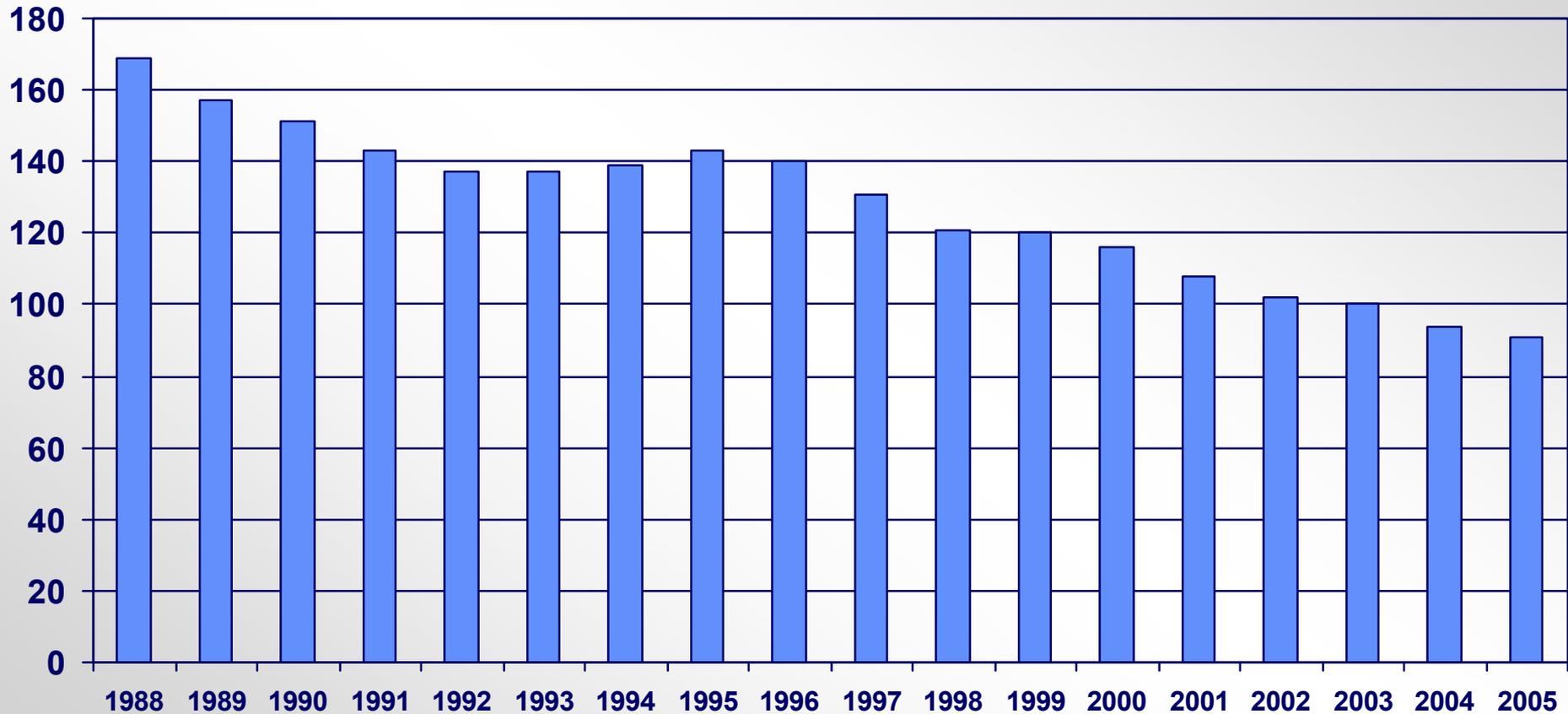
Sources: FARS, NASS GES, FHWA, and Census Bureau

# Fatality Rate Per 100 Million VMT, by Year



Sources: FARS / FHWA VMT

# ***Injury Rate Per 100 Million VMT, by Year***



Sources: NASS GES / FHWA VMT

# Fatalities by State

**23 States and Puerto Rico had decreases**  
**in total number of fatalities**

**Largest absolute decreases:**

**Texas: -195**

**Tennessee: -69**

**New York: -66**

**Highest percentage decreases:**

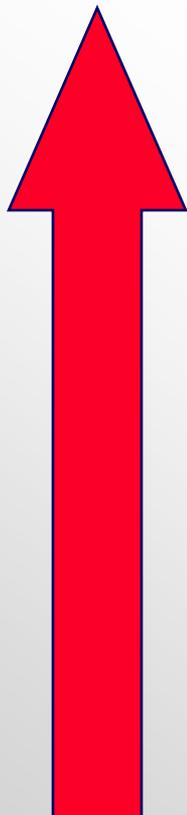
**Alaska: -29%**

**Vermont: -26%**

**Maine: -13%**



# ***Fatalities by State***



**26 States and the District of Columbia**  
**had *increases***

***in total number of fatalities***

***Largest absolute increases:***

***Florida: +299***

***California: +209***

***Missouri: +127***

***Highest percentage increases:***

***North Dakota: +23%***

***Iowa: +16%***

***Washington: +14%***

# Number of People Killed in Motor Vehicle Traffic Crashes, By State

State	2004	2005	% Change	State	2004	2005	% Change
Alabama	1,154	1,131	-2.0%	Florida	3,244	3,543	+9.2%
Alaska	101	72	-29%	Georgia	1,634	1,729	+5.8%
Arizona	1,151	1,177	+2.3%	Hawaii	142	140	-1.4%
Arkansas	703	648	-7.8%	Idaho	260	275	+5.8%
California	4,120	4,329	+5.1%	Illinois	1,355	1,361	+0.4%
Colorado	667	606	-9.1%	Indiana	947	938	-1.0%
Connecticut	294	274	-6.8%	Iowa	388	450	+16%
Delaware	134	134	0.0%	Kansas	459	428	-6.8%
Dist of Columbia	43	48	+12%	Kentucky	964	985	+2.2%

Source: FARS

# Number of People Killed in Motor Vehicle Traffic Crashes, By State

State	2004	2005	% Change	State	2004	2005	% Change
Louisiana	927	955	+3.0%	Nebraska	254	276	+8.7%
Maine	194	169	-13%	Nevada	395	427	+8.1%
Maryland	643	614	-4.5%	New Hampshire	171	166	-2.9%
Massachusetts	476	442	-7.1%	New Jersey	723	748	+3.5%
Michigan	1,159	1,129	-2.6%	New Mexico	521	488	-6.3%
Minnesota	567	559	-1.4%	New York	1,495	1,429	-4.4%
Mississippi	900	931	+3.4%	North Carolina	1,573	1,534	-2.5%
Missouri	1,130	1,257	+11%	North Dakota	100	123	+23%
Montana	229	251	+9.6%	Ohio	1,286	1,323	+2.9%

Source: FARS

# Number of People Killed in Motor Vehicle Traffic Crashes, By State

State	2004	2005	% Change	State	2004	2005	% Change
Oklahoma	774	802	+3.6%	Utah	296	282	-4.7%
Oregon	456	488	+7.0%	Vermont	98	73	-26%
Pennsylvania	1,490	1,616	+8.5%	Virginia	922	947	+2.7%
Rhode Island	83	87	+4.8%	Washington	567	647	+14%
South Carolina	1,046	1,093	+4.5%	West Virginia	410	374	-8.8%
South Dakota	197	186	-5.6%	Wisconsin	792	815	+2.9%
Tennessee	1,339	1,270	-5.2%	Wyoming	164	170	+3.7%
Texas	3,699	3,504	-5.3%	National	42,836	43,443	+1.4%
				Puerto Rico	495	453	-8.5%

Source: FARS

***Fatalities and People Injured  
by  
Person Role and Vehicle  
Characteristics***

# **2005 Annual Assessment**

**Motor vehicle occupant fatalities  
declined by 0.7%**

**Nonoccupant fatalities increased by 5.7%**

**Motorcycle rider fatalities increased by 13%**

# People Killed in Motor Vehicle Crashes, by Role

Role	Year		Change	% Change
	2004	2005		
<b>Occupants*</b>	<b>33,276</b>	<b>33,041</b>	<b>-235</b>	<b>-0.7%</b>
Drivers	23,158	23,240	+82	+0.4%
Passengers	10,042	9,718	-324	-3.2%
Motorcycle Riders	4,028	4,553	+525	+13%
<b>Nonoccupants</b>	<b>5,532</b>	<b>5,849</b>	<b>+317</b>	<b>+5.7%</b>
Pedestrians	4,675	4,881	+206	+4.4%
Pedalcyclists	727	784	+57	+7.8%
Other**	130	184	+54	+42%
<b>TOTAL</b>	<b>42,836</b>	<b>43,443</b>	<b>+607</b>	<b>+1.4%</b>

\*Includes unknown occupants of motor vehicles in transport.

Source: FARS

\*\*Includes occupants of motor vehicles not in transport and of nonmotor vehicle transport devices and unknown nonoccupants

# People Injured in Motor Vehicle Crashes, by Role

Role	Year		% Change
	2004	2005	
Occupants*	2,594,000	2,494,000	-3.9%**
Drivers	1,782,000	1,743,000	-2.2%
Passengers	811,000	750,000	-7.5%
Motorcycle Riders	76,000	87,000	+14%**
Nonoccupants	118,000	118,000	0.0%
Pedestrians	68,000	64,000	-5.9%
Pedalcyclists	41,000	45,000	+9.8%
Other***	9,000	8,000	-11%
<b>TOTAL</b>	<b>2,788,000</b>	<b>2,699,000</b>	<b>-3.2%</b>

\*Includes unknown occupants of motor vehicles in transport.

Source: NASS GES

Totals may not add due to rounding. Percentages computed after rounding. \*\*Changes in Occupants and Motorcycle Riders injured are statistically significant at the 0.05 level (95% confidence intervals).

\*\*\*Includes occupants of motor vehicles not in transport and of nonmotor vehicle transport devices and unknown nonoccupants

- **Occupant fatalities in passenger cars declined by 3.9%**
- **Occupant fatalities in LTVs increased by 2.4%**
  - **Increased in all categories**
- **Occupant fatalities in large trucks increased by 4.8%**

# Occupants Killed in Motor Vehicle Crashes, by Type of Vehicle

Type of Vehicle	Year		Change	% Change
	2004	2005		
Passenger Vehicles	31,866	31,415	-451	-1.4%
Passenger Cars	19,192	18,440	-752	-3.9%
LTVs*	12,674	12,975	+301	+2.4%
Vans	2,046	2,105	+59	+2.9%
SUVs	4,760	4,807	+47	+1.0%
Pickup Trucks	5,838	6,038	+200	+3.4%
Large Trucks	766	803	+37	+4.8%
Medium Trucks	104	120	+16	+15%
Heavy Trucks	662	683	+21	+3.2%
Other Vehicles**	554	545	-9	-1.6%
Unknown Vehicle Type	90	278	+188	-----

\*LTV (Light Trucks & Vans) = Pickup Truck, Van, Sport Utility Vehicle and other/unknown LTVs

\*\*Includes vehicle occupant fatalities in buses and other, e.g., farm equipment, construction equipment, etc., vehicle types. Excludes motorcycle riders.

Source: FARS

# Occupants Injured in Motor Vehicle Crashes, by Type of Vehicle

Type of Vehicle	Year		% Change
	2004	2005	
Passenger Vehicles	2,543,000	2,446,000	-3.8%
Passenger Cars	1,643,000	1,573,000	-4.3%*
LTVs**	900,000	872,000	-3.1%
Vans	211,000	183,000	-13%*
SUVs	364,000	363,000	-0.3%
Pickup Trucks	309,000	308,000	-0.3%
Large Trucks	27,000	27,000	0.0%
Other Vehicles***	24,000	21,000	-13%

Totals may not add due to rounding. Percentages computed after rounding.

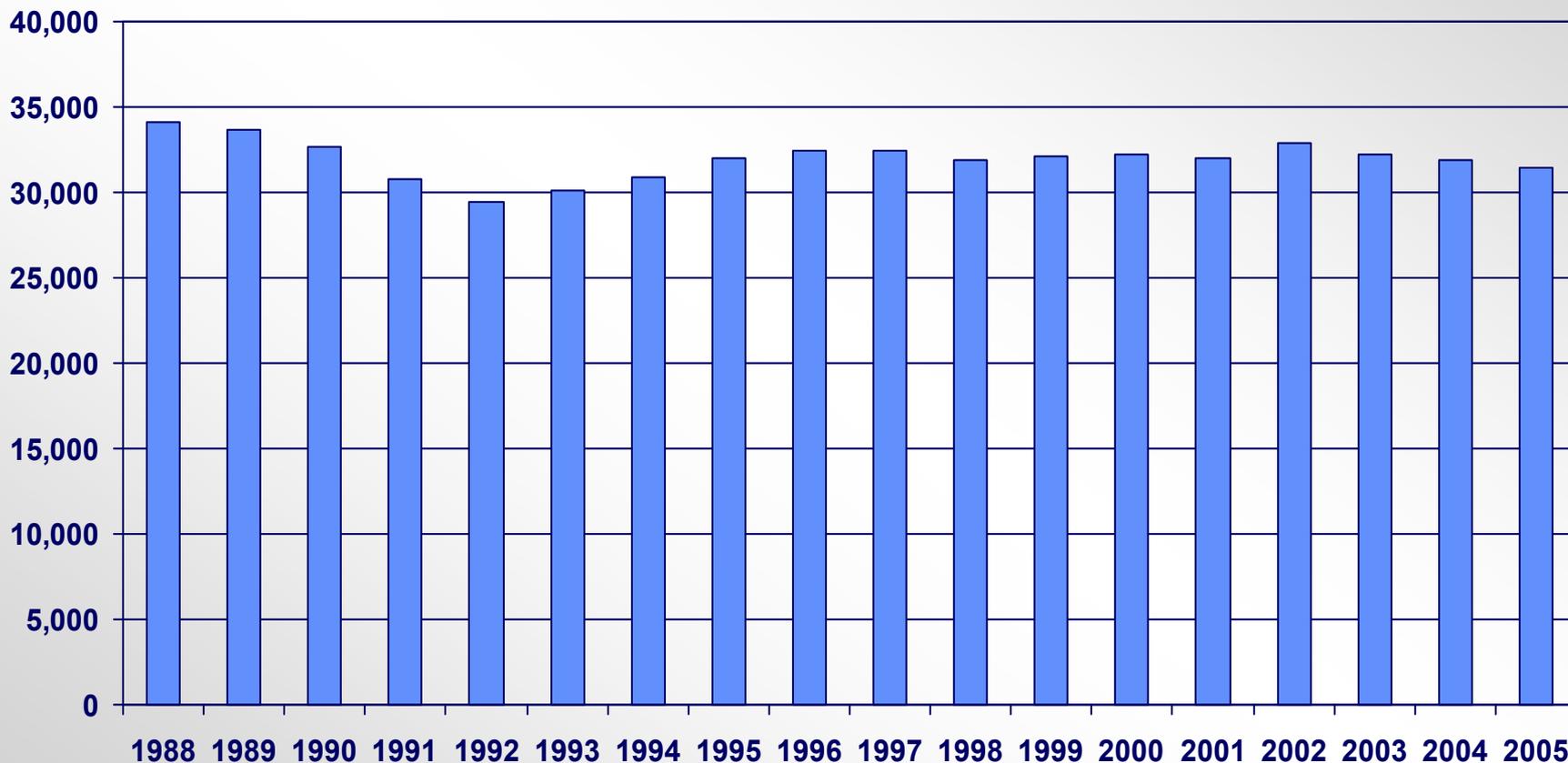
Source: NASS GES

\*Changes in Passenger Cars and Vans are statistically significant at the 0.05 level (95% confidence intervals)

\*\*LTV = Pickup Truck, Van, Sport Utility Vehicle and other/unknown LTVs

\*\*\*Includes vehicle occupants injured in buses and other vehicle types. Excludes motorcycle riders.

# Passenger Vehicle Occupant Fatalities, by Year



Source: FARS

- *The number of registered vehicles **increased** for all types of passenger vehicles*
- *Among all types of passenger vehicles, SUVs had the largest **increase (11%)** in registrations*

# Registered Passenger Vehicles, by Vehicle Type

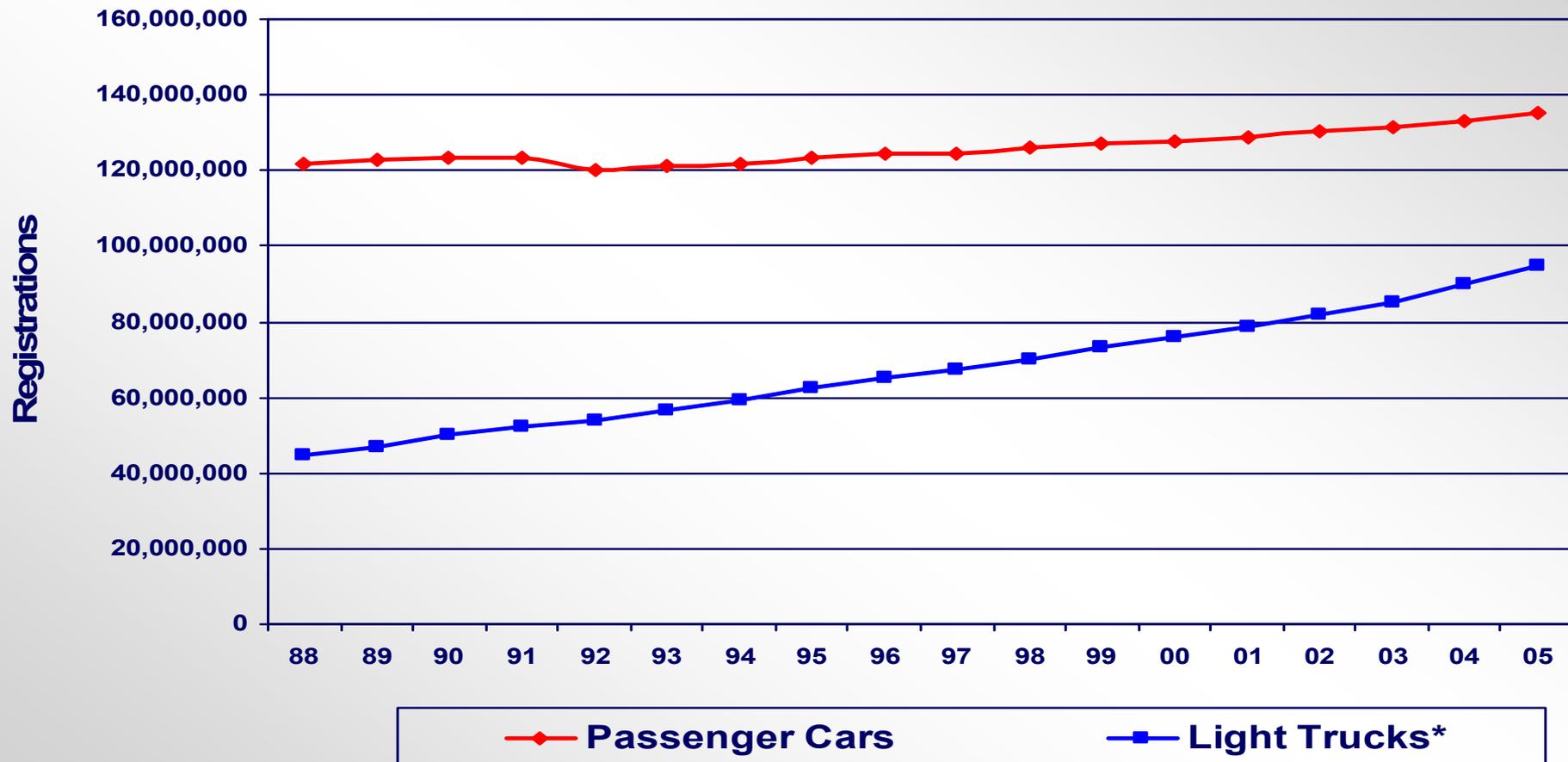
<i>Type of Vehicle</i>	<i>2004</i>	<i>2005</i>	<i>% Change</i>
Passenger Vehicles*	223,213,958	230,125,465	+3.1%
Passenger Cars	133,275,377	135,152,104	+1.4%
Light Trucks and Vans*	89,938,581	94,973,361	+5.6%
Vans	18,931,753	19,400,990	+2.5%
SUVs	31,415,143	34,732,377	+11%
Pickup Trucks	38,557,291	39,902,784	+3.5%

\*Includes Other Light Trucks

Source: R.L.Polk

- ***LTV registrations continue to increase at a faster rate than registrations of passenger cars***

# Passenger Vehicle Registrations by Year



\*Light Trucks include SUVs, Vans, Pickup Trucks and Other/Unknown Light Trucks

Source: R.L. Polk

- *The passenger vehicle occupant fatality rate per 100,000 registered vehicles **declined***
- *The rate for pickup trucks and vans essentially remained the same*

# Passenger Vehicle Occupant Fatality Rate,\* by Type of Vehicle

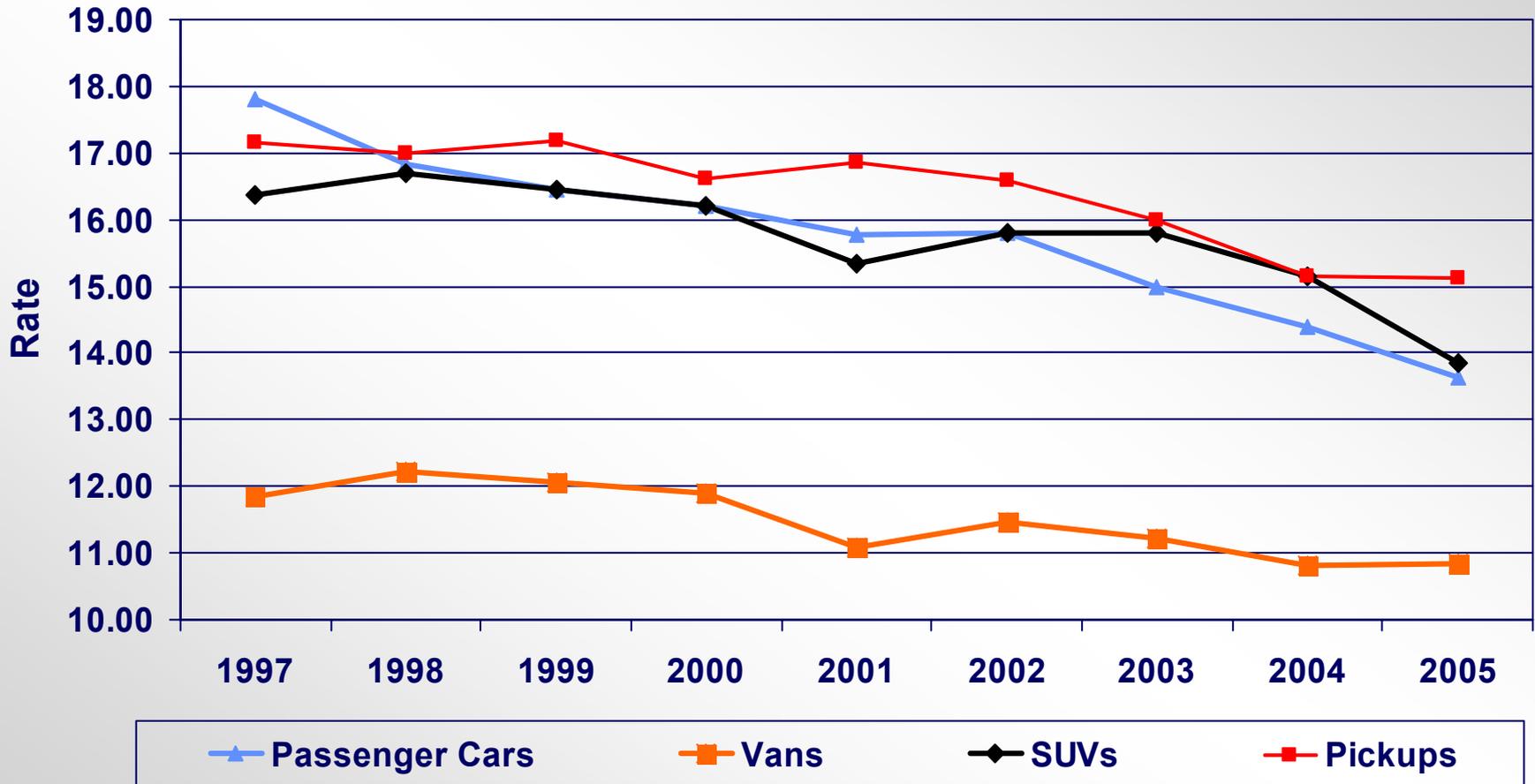
Type of Vehicle	2004	2005	% Change
All Passenger Vehicles**	14.28	13.65	-4.4%
Passenger Cars	14.40	13.64	-5.3%
Light Trucks and Vans	14.09	13.66	-3.1%
Vans	10.81	10.85	+0.4%
SUVs	15.15	13.84	-8.7%
Pickup Trucks	15.14	15.13	-0.1%

\*Rate per 100,000 Registered Vehicles

\*\*Includes Other Light Trucks

Sources: FARS, R.L Polk

# Passenger Vehicle Occupant Fatality Rate,\* by Type of Vehicle and Year



\*Rate per 100,000 Registered Vehicles

Sources: FARS, R.L. Polk

***AGENCY PRIORITIES***

***Alcohol  
Safety Belts  
Rollovers  
Vehicle Compatibility***

***Fatalities at BAC  $\geq$  .08 g/dL  
declined by 0.4%***

***Fatalities at  $.01 \leq$  BAC  $\leq$  .07 g/dL  
increased by 0.9%***

# Persons Killed, by Highest BAC in Crash

Highest BAC in Crash	Year		% Change
	2004	2005	
<b>Total Alcohol-Related*</b>	<b>16,919</b>	<b>16,885</b>	<b>-0.2%</b>
<b>Alcohol Fatalities/100M VMT</b>	<b>0.57</b>	<b>0.57</b>	
<b>% All Fatalities</b>	<b>39%</b>	<b>39%</b>	
<b>.01 ≤ BAC ≤ .07 g/dL</b>	<b>2,325</b>	<b>2,346</b>	<b>+0.9%</b>
<b>.01 ≤ BAC ≤ .04 g/dL</b>	<b>1,193</b>	<b>1,195</b>	<b>+0.2%</b>
<b>.05 ≤ BAC ≤ .07 g/dL</b>	<b>1,133</b>	<b>1,151</b>	<b>+1.6%</b>
<b>BAC ≥ .08 g/dL</b>	<b>14,593</b>	<b>14,539</b>	<b>-0.4%</b>
<b>BAC ≥ .08 Fatalities/100M VMT</b>	<b>0.49</b>	<b>0.49</b>	
<b>BAC ≥ .15 g/dL</b>	<b>10,060</b>	<b>10,081</b>	<b>+0.2%</b>

\*Total may not add due to rounding.

Sources: FARS / FHWA VMT

# ***Alcohol-Related Fatalities, by State***

- ***23 States and Puerto Rico had decreases in the number of alcohol-related fatalities***
- ***24 States and Puerto Rico had decreases in the number of fatalities in crashes where the BAC was greater than or equal to .08 g/dL***

# Alcohol-Related Fatalities, by State

State	2004 by BAC Level			2005 by BAC Level			% Change from 2004-2005 by BAC Level		
	.01+	.08+	.15+	.01+	.08+	.15+	.01+	.08+	.15+
Alabama	432	387	261	423	382	255	-2.1%	-1.3%	-2.3%
Alaska	31	29	20	35	31	23	+13%	+6.9%	+15%
Arizona	446	385	264	492	434	309	+10%	+13%	+17%
Arkansas	264	218	155	233	208	137	-12%	-4.6%	-12%
California	1,667	1,390	936	1,719	1,466	1,009	+3.1%	+5.5%	+7.8%
Colorado	265	228	155	244	213	143	-7.9%	-6.6%	-7.7%
Connecticut	131	119	76	120	101	69	-8.4%	-15%	-9.2%
Delaware	51	47	33	66	59	44	+29%	+26%	+33%
District of Columbia	19	15	10	26	21	15	+37%	+40%	+50%
Florida	1,244	1,065	751	1,471	1,271	889	+18%	+19%	+18%
Georgia	536	461	321	545	463	309	+1.7%	+0.4%	-3.7%

Source: FARS

# Alcohol-Related Fatalities, by State

State	2004 by BAC Level			2005 by BAC Level			% Change from 2004-2005 by BAC Level		
	.01+	.08+	.15+	.01+	.08+	.15+	.01+	.08+	.15+
Hawaii	64	51	30	71	58	43	+11%	+14%	+43%
Idaho	93	81	56	89	85	47	-4.3%	+4.9%	-16%
Illinois	613	524	344	580	477	319	-5.4%	-9.0%	-7.3%
Indiana	304	257	174	320	273	180	+5.3%	+6.2%	+3.4%
Iowa	111	92	57	118	102	64	+6.3%	+11%	+12%
Kansas	139	115	76	151	122	82	+8.6%	+6.1%	+7.9%
Kentucky	307	269	194	313	267	194	+2.0%	-0.7%	0.0%
Louisiana	424	349	238	394	347	243	-7.1%	-0.6%	+2.1%
Maine	70	58	37	59	50	25	-16%	-14%	-32%
Maryland	286	234	137	235	191	119	-18%	-18%	-13%
Massachusetts	207	186	126	171	150	104	-17%	-19%	-17%

Source: FARS

# Alcohol-Related Fatalities, by State

State	2004 by BAC Level			2005 by BAC Level			% Change from 2004-2005 by BAC Level		
	.01+	.08+	.15+	.01+	.08+	.15+	.01+	.08+	.15+
Michigan	431	368	253	421	363	242	-2.3%	-1.4%	-4.3%
Minnesota	191	170	127	201	176	132	+5.2%	+3.5%	+3.9%
Mississippi	352	327	230	371	331	229	+5.4%	+1.2%	-0.4%
Missouri	460	398	266	515	434	299	+12%	+9.0%	+12%
Montana	105	99	76	124	112	72	+18%	+13%	-5.3%
Nebraska	92	79	54	91	78	55	-1.1%	-1.3%	+1.9%
Nevada	154	135	99	159	143	91	+3.2%	+5.9%	-8.1%
New Hampshire	59	52	36	60	55	36	+1.7%	+5.8%	0.0%
New Jersey	270	217	150	263	217	146	-2.6%	0.0%	-2.7%
New Mexico	213	189	145	189	172	125	-11%	-9.0%	-14%
New York	594	507	327	524	434	288	-12%	-14%	-12%

Source: FARS

# Alcohol-Related Fatalities, by State

State	2004 by BAC Level			2005 by BAC Level			% Change from 2004-2005 by BAC Level		
	.01+	.08+	.15+	.01+	.08+	.15+	.01+	.08+	.15+
North Carolina	549	488	330	549	484	348	0.0%	-0.8%	+5.5%
North Dakota	39	35	29	58	46	37	+49%	+31%	+28%
Ohio	492	417	316	505	409	318	+2.6%	-1.9%	+0.6%
Oklahoma	282	247	168	283	249	184	+0.4%	+0.8%	+9.5%
Oregon	204	164	111	177	139	97	-13%	-15%	-13%
Pennsylvania	616	546	377	636	559	399	+3.2%	+2.4%	+5.8%
Rhode Island	43	41	29	43	34	25	0.0%	-17%	-14%
South Carolina	463	410	301	464	396	296	0.2%	-3.4%	-1.7%
South Dakota	83	74	54	80	76	53	-3.6%	2.7%	-1.9%
Tennessee	542	469	292	464	397	267	-14%	-15%	-8.6%
Texas	1,704	1,481	1,067	1,569	1,371	933	-7.9%	-7.4%	-13%

Source: FARS

# Alcohol-Related Fatalities, by State

State	2004 by BAC Level			2005 by BAC Level			% Change from 2004-2005 by BAC Level		
	.01+	.08+	.15+	.01+	.08+	.15+	.01+	.08+	.15+
Utah	75	72	41	37	35	27	-51%	-51%	-34%
Vermont	32	21	13	29	28	16	-9.4%	+33%	+23%
Virginia	363	314	211	347	284	193	-4.4%	-9.6%	-8.5%
Washington	247	223	157	294	253	184	+19%	+13%	+17%
West Virginia	142	119	91	126	116	79	-11%	-2.5%	-13%
Wisconsin	358	318	224	369	328	252	+3.1%	+3.1%	+13%
Wyoming	59	53	39	65	56	40	+10%	+5.7%	+2.6%
National	16,919	14,593	10,060	16,885	14,539	10,081	-0.2%	-0.4%	+0.2%
Puerto Rico	250	224	158	217	184	115	-13%	-18%	-27%

Source: FARS

## 2005 Data Shows ...

- *The number of occupants and nonoccupants killed in alcohol-related crashes **declined***
  - *Occupants by **1.3%***
  - *Nonoccupants by **1.1%***
  
- *The largest **decline** was for passengers killed in such crashes (**8.4%**)*
  
- *The number of motorcycle riders killed in alcohol-related crashes **increased** by **10%***

# People Killed in Alcohol-Related Crashes, by Role

Role	Year		Change	% Change
	2004	2005		
Occupants*	12,786	12,620	-166	-1.3%
Drivers	9,187	9,312	+125	+1.4%
Passengers	3,568	3,270	-298	-8.4%
Motorcycle Riders	1,590	1,751	+161	+10%
Nonoccupants	2,543	2,515	-28	-1.1%
Pedestrians	2,246	2,180	-66	-2.9%
Pedalcyclists	255	281	+26	+10%
Other/Unknown**	41	54	+13	+32%
<b>TOTAL</b>	<b>16,919</b>	<b>16,885</b>	<b>-34</b>	<b>-0.2%</b>

\* Totals include occupants whose person type was unknown.

Source: FARS

\*\*Includes occupants of motor vehicles not in transport and of non-motor vehicle transport devices.

# People Injured in Alcohol-Related Crashes, by Role

Role	Year		% Change
	2004	2005	
Total Occupants	226,000	233,000	+3.1%
Drivers	158,000	162,000	+2.5%
Passengers	68,000	71,000	+4.4%
Motorcycle Riders	9,000	7,000	-22%
Nonoccupants	13,000	13,000	0.0%
Pedestrians	9,000	9,000	0.0%
Pedalcyclists	3,000	3,000	0.0%
Other/Unknown**	1,000	1,000	0.0%
<b>TOTAL*</b>	<b>248,000</b>	<b>254,000</b>	<b>+2.4%</b>

\*Totals may not add due to rounding. Percentages computed after rounding.

Source: NASS GES

\*\*Includes occupants of motor vehicles not in transport and of non-motor vehicle transport devices.

## **2005 Data Shows ...**

- **Occupants of passenger cars and SUVs killed in alcohol-related crashes *declined***

**However, the number of pickup truck and van occupants killed in alcohol-related crashes *increased***

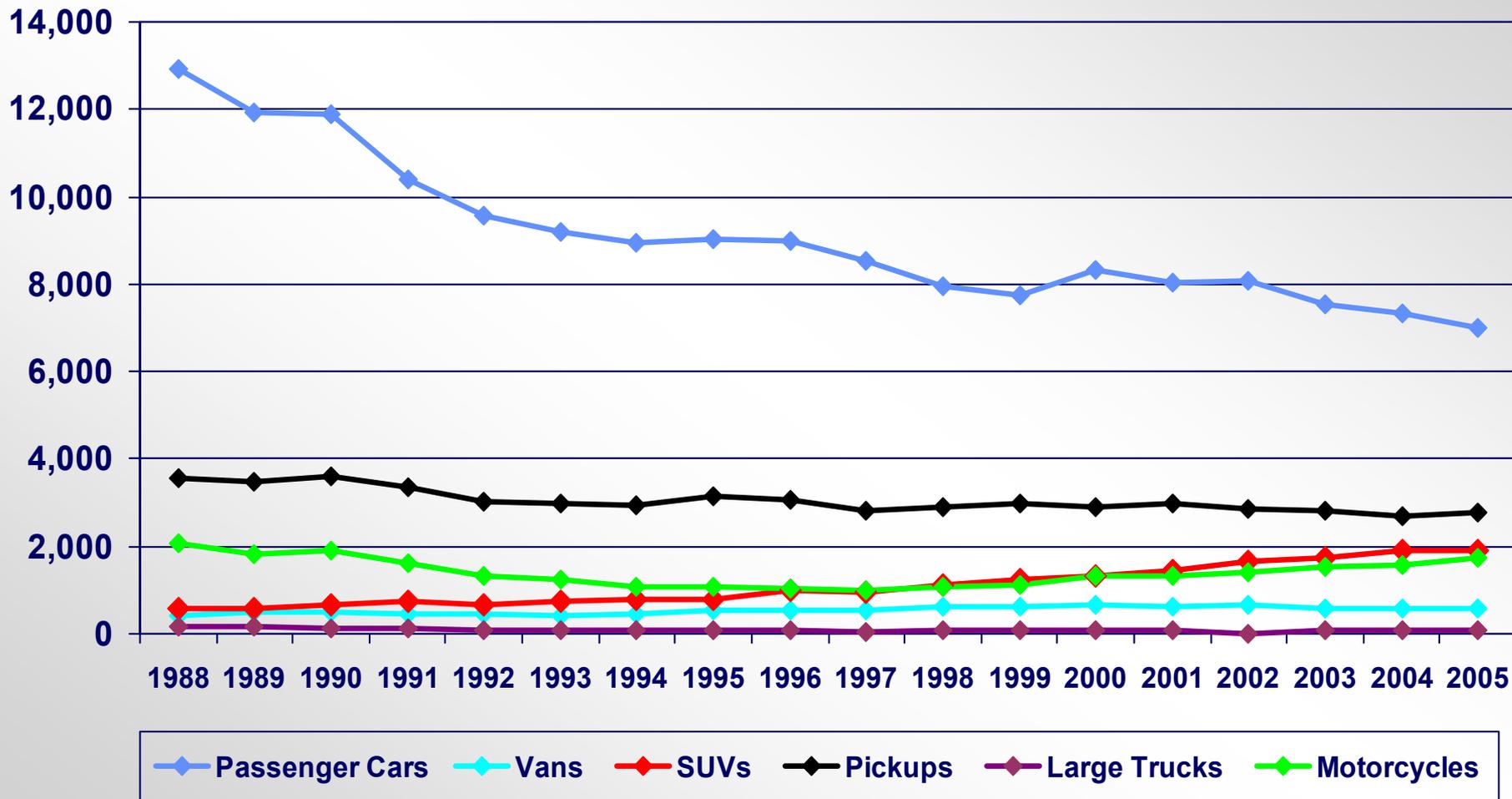
# Occupants and Motorcycle Riders Killed in Alcohol-Related Crashes, by Vehicle Type

Type of Vehicle	Year		% Change
	2004	2005	
<b>Motor Vehicle Occupants Killed*</b>	<b>12,786</b>	<b>12,620</b>	<b>-1.3%</b>
Passenger Cars	7,348	7,000	-4.7%
Vans	563	582	+3.4%
SUVs	1,899	1,886	-0.7%
Pickup Trucks	2,676	2,771	+3.6%
Large Trucks	76	69	-9.2%
Motorcycles	1,590	1,751	+10%

\*Includes Buses, Other Vehicles, and Vehicles with Unknown Body Type

Source: FARS

# Occupants and Motorcycle Riders Killed in Alcohol-Related Crashes, by Vehicle Type



Source: FARS

## **2005 Data Shows ...**

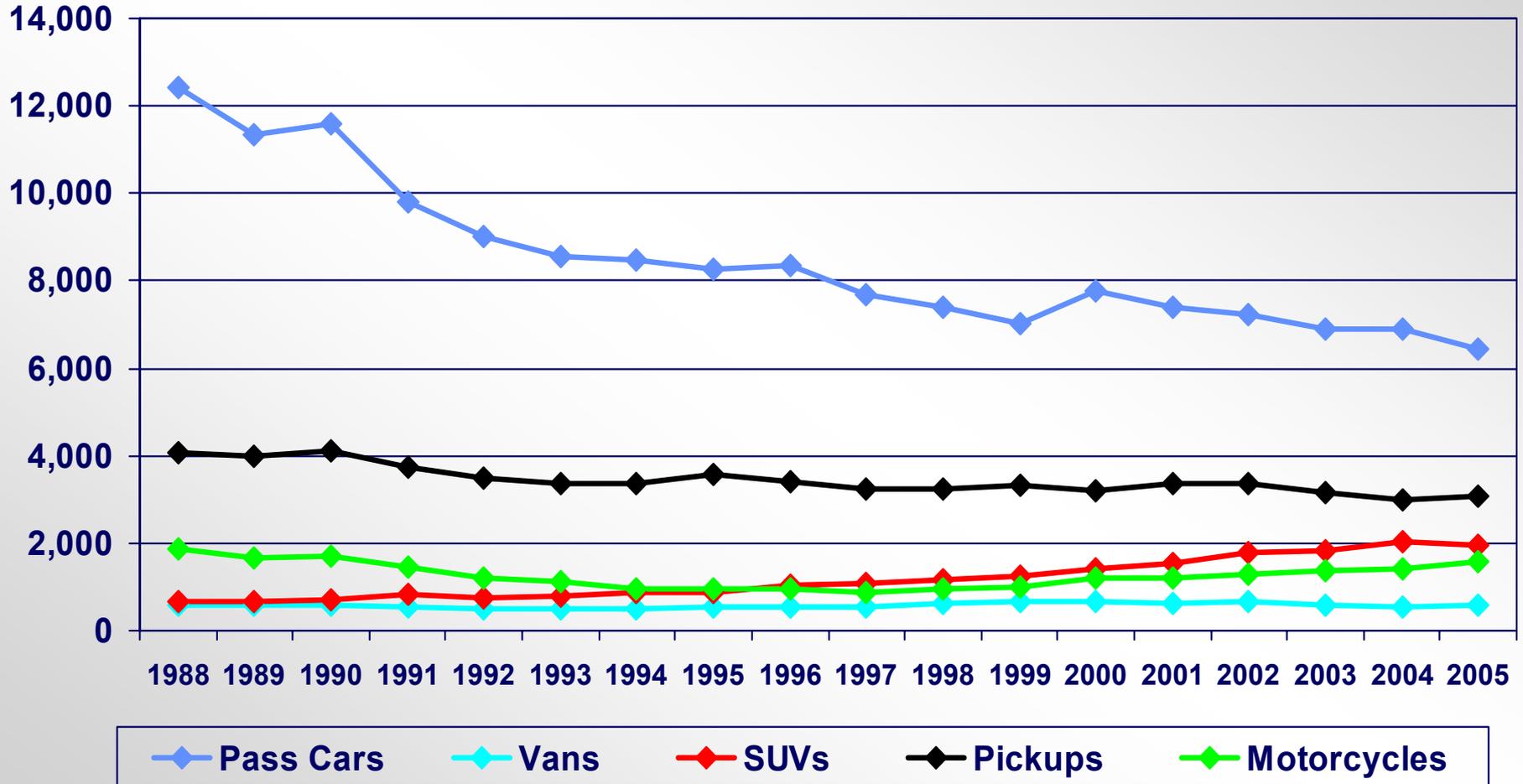
- **The number of alcohol-involved (BAC  $\geq$  .01 g/dL) passenger car and SUV drivers in fatal crashes **declined****
- **However, the number of such drivers of vans, pickups, and large trucks **increased****
- **The number of alcohol-involved motorcycle operators **increased by 14%****

# Alcohol-Involved Drivers and Motorcycle Operators Involved in Fatal Crashes, by Vehicle Type

Type of Vehicle	Year		% Change
	2004	2005	
Passenger Cars	6,910	6,424	-7.0%
Vans	548	585	+6.8%
SUVs	2,017	1,932	-4.2%
Pickup Trucks	3,000	3,067	+2.2%
Large Trucks	104	117	+13%
Buses/Other/Unknown	307	355	+16%
TOTAL (Excludes Motorcycle Operators)	12,887	12,481	-3.2%
Motorcycles	1,397	1,587	+14%

Source: FARS

# Alcohol-Involved Drivers and Motorcycle Operators in Fatal Crashes, by Vehicle Type

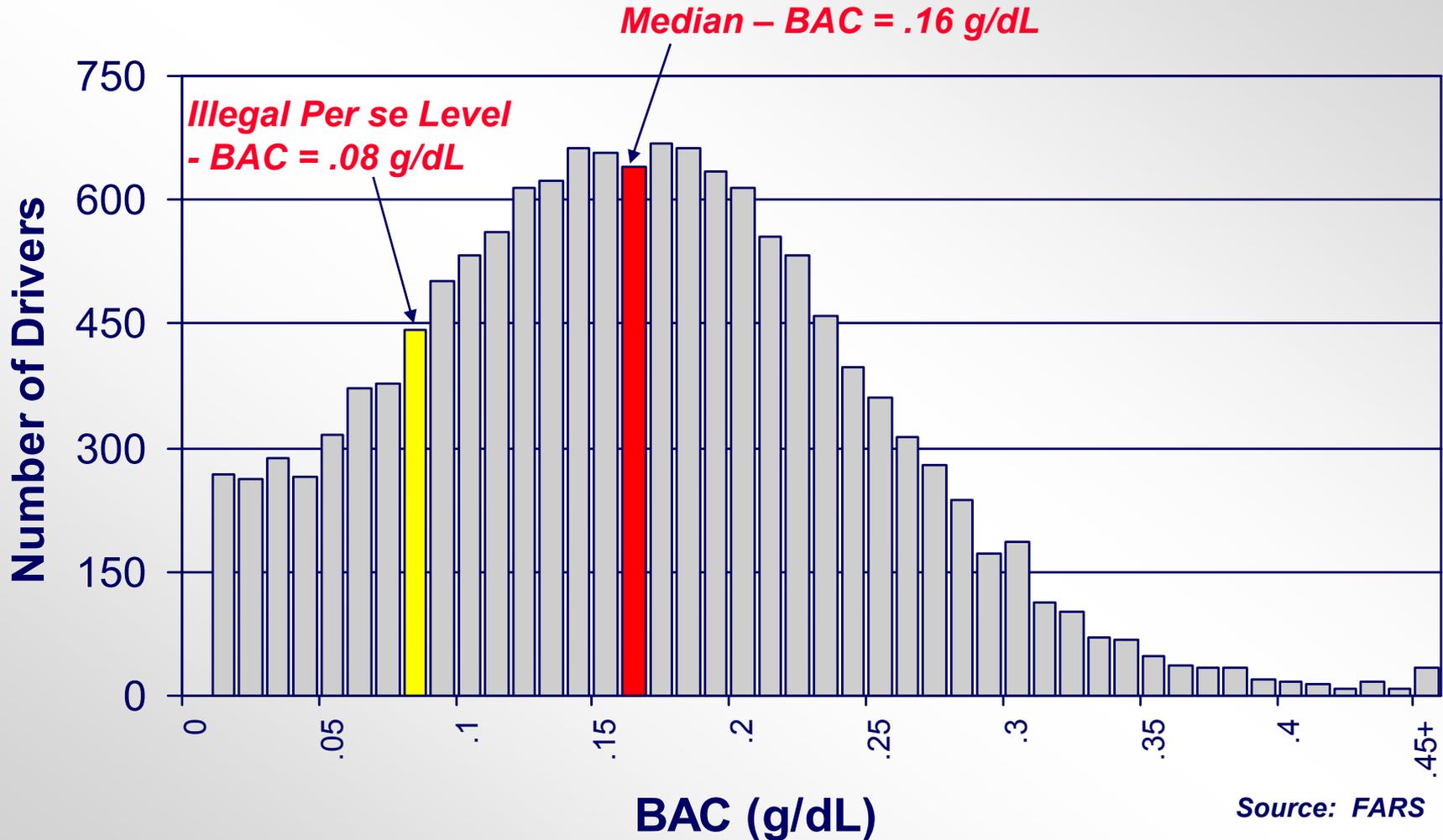


Source: FARS

## **2005 Data Shows ...**

- **The median BAC value for alcohol-involved drivers and motorcycle operators continued to be *.16 g/dL***
- **Which means more than *half* of all alcohol-involved drivers and motorcycle operators had BACs equal to or higher than *twice* the illegal per se level in all states and the District of Columbia**

# Alcohol-Involved Drivers and Motorcycle Operators in Fatal Crashes with Positive BACs (BAC>0), 2005



Source: FARS

# Pedestrians and Pedalcyclists Killed, by Their BAC

	Year		Change	% Change
	2004	2005		
<b>Pedestrians</b>				
No Alcohol	2,899	3,125	226	+7.8%
.01 ≤ BAC ≤ .07 g/dL	211	196	-15	-7.1%
BAC ≥ .08 g/dL	1,565	1,560	-5	-0.3%
Alcohol-Related (BAC ≥ .01)	1,776	1,756	-20	-1.1%
<b>Pedalcyclists</b>				
No Alcohol	553	576	23	+4.2%
.01 ≤ BAC ≤ .07 g/dL	27	28	1	+3.7%
BAC ≥ .08 g/dL	148	181	33	+22%
Alcohol-Related (BAC ≥ .01)	175	208	33	+19%

Source: FARS

- **More than *half* (55%) of the passenger vehicle occupants killed were *unrestrained***
- **Almost *two-thirds* (64%) of the passenger vehicle occupants killed during the night were unrestrained compared to 47 percent during the day**

# Passenger Vehicle Occupant Fatalities (All Ages), by Restraint Use\*

Restraint Use	Year			
	2004		2005	
<b>People Killed</b>	<b>31,866</b>		<b>31,415</b>	
<b>Restraint Used**</b>	<b>14,225</b>	<b>45%</b>	<b>14,008</b>	<b>45%</b>
<b>Restraint Not Used</b>	<b>17,641</b>	<b>55%</b>	<b>17,407</b>	<b>55%</b>
<b>Day (6 a.m. – 5:59 p.m.)</b>				
<b>Restraint Used**</b>	<b>8,753</b>	<b>53%</b>	<b>8,390</b>	<b>53%</b>
<b>Restraint Not Used</b>	<b>7,659</b>	<b>47%</b>	<b>7,488</b>	<b>47%</b>
<b>Night (6 p.m. – 5:59 a.m.)</b>				
<b>Restraint Used**</b>	<b>5,364</b>	<b>35%</b>	<b>5,509</b>	<b>36%</b>
<b>Restraint Not Used</b>	<b>9,808</b>	<b>65%</b>	<b>9,785</b>	<b>64%</b>

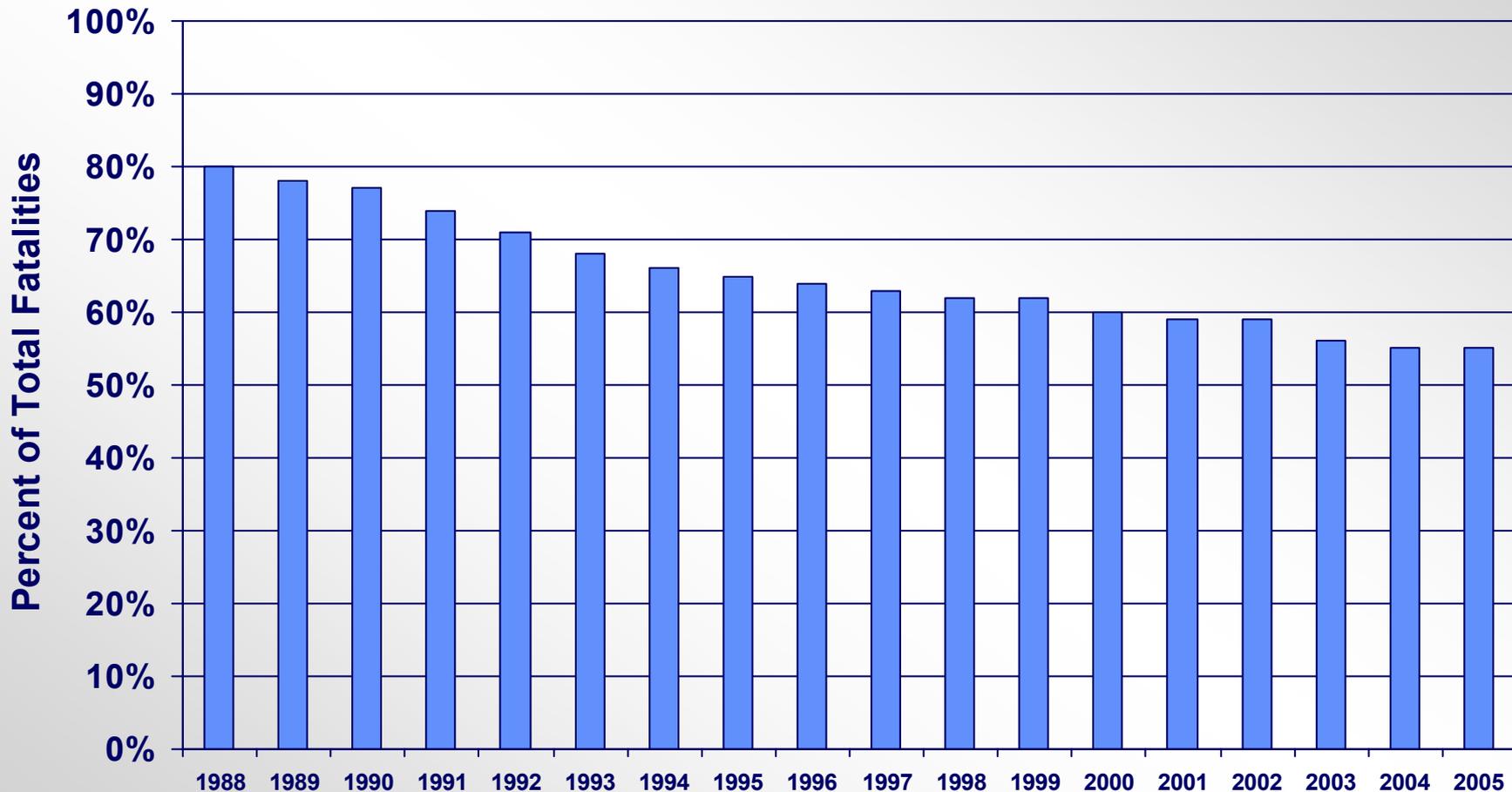
\*Occupant Fatalities whose restraint use was unknown were distributed proportionally to the known use categories.

Restraint use was unknown for 7% of passenger vehicle occupant fatalities in 2004 and 7% in 2005.

\*\* Restraint Used = Use of any type of restraint, e.g., lap belt, lap/shoulder belt, child safety seat, etc.

Source: FARS

# Percent of Total Passenger Vehicle Occupant Fatalities That Were Unrestrained, by Year



Source: FARS

- *The total number of passenger vehicle occupants killed in rollover crashes **increased** while the number injured **declined***
- *Pickups and vans accounted for a majority of the increases in fatalities*

# Passenger Vehicle Occupants Killed and Injured in Rollover Crashes, by Type of Vehicle

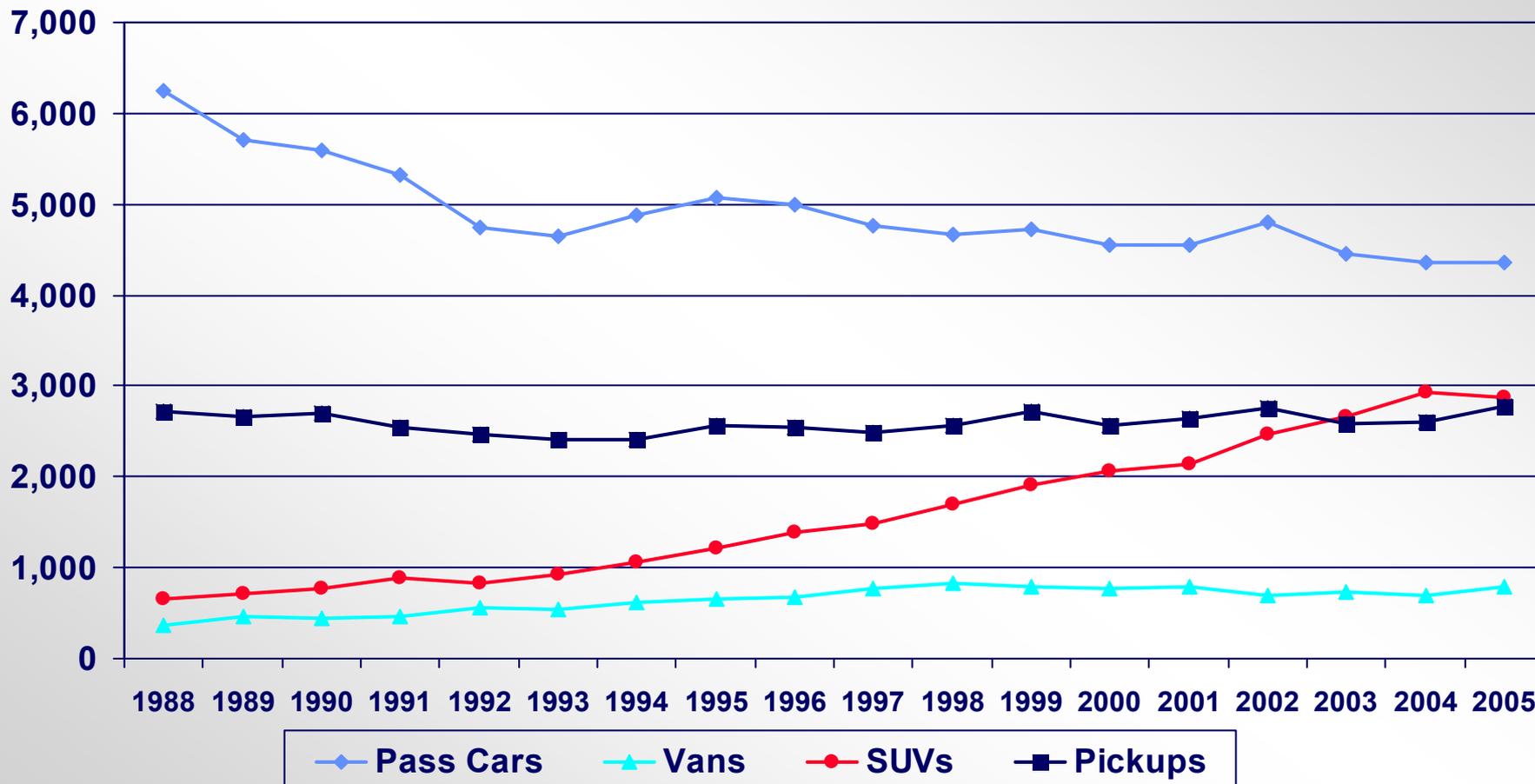
Type of Vehicle	Year		% Change
	2004	2005	
<b>Occupants Killed*</b>	<b>10,590</b>	<b>10,816</b>	<b>+2.1%</b>
Passenger Cars	4,353	4,356	+0.1%
Vans	695	790	+14%
SUVs	2,929	2,877	-1.8%
Pickup Trucks	2,597	2,781	+7.1%
<b>Occupants Injured*</b>	<b>226,000</b>	<b>222,000</b>	<b>-1.8%</b>
Passenger Cars	92,000	89,000	-3.3%
Vans	19,000	17,000	-11%
SUVs	68,000	68,000	0.0%
Pickup Trucks	45,000	47,000	+4.4%

Totals for injured may not add due to rounding. Percentages computed after rounding.

\*Total Killed and injured includes Occupants of Other Light Trucks

Sources: FARS, NASS GES

# Passenger Vehicle Occupants Killed in Rollover Crashes, by Type of Vehicle and Year



Source: FARS

## **2005 Data Shows ...**

- **Passenger vehicle occupant fatality rates\* overall in rollover crashes declined**
  - **But increased for vans and pickup trucks**

\* Per 100,000 registered vehicles

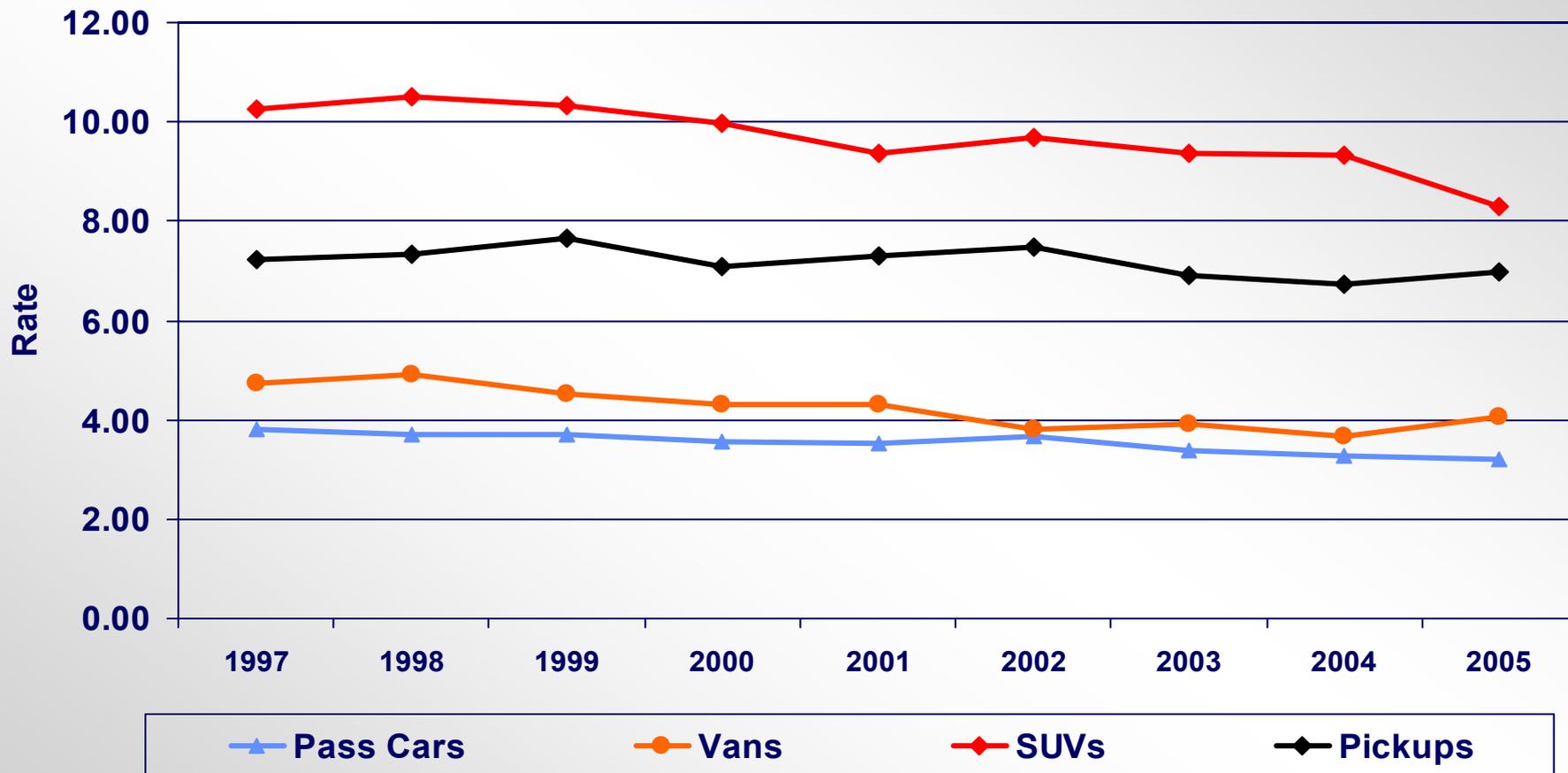
# Passenger Vehicle Occupant Fatality Rate\* in Rollover Crashes, by Type of Vehicle

Type of Vehicle	*Rate per 100,000 Registered Vehicles		
	2004	2005	% Change
Passenger Vehicles**	4.74	4.70	-0.8%
Passenger Cars	3.27	3.22	-1.5%
Light Trucks and Vans	6.93	6.80	-1.9%
Vans	3.67	4.07	+11%
SUVs	9.32	8.28	-11%
Pickup Trucks	6.74	6.97	+3.4%

\*\*Includes Other Light Trucks

Sources: FARS, R.L. Polk

# Passenger Vehicle Occupant Fatality Rate\* in Rollover Crashes, by Type of Vehicle and Year



\*Rate per 100,000 Registered Vehicles

Sources: FARS, R.L. Polk

***Two-Vehicle Crashes  
Between  
Passenger Cars and LTVs***

## **2005 Data Shows ...**

- ***The number of occupants killed in two-vehicle crashes between a passenger car and an LTV (pickup truck, van, or SUV) declined***

## **Occupants Killed and Injured in Two-Vehicle Crashes Involving a Passenger Car and an LTV\*\***

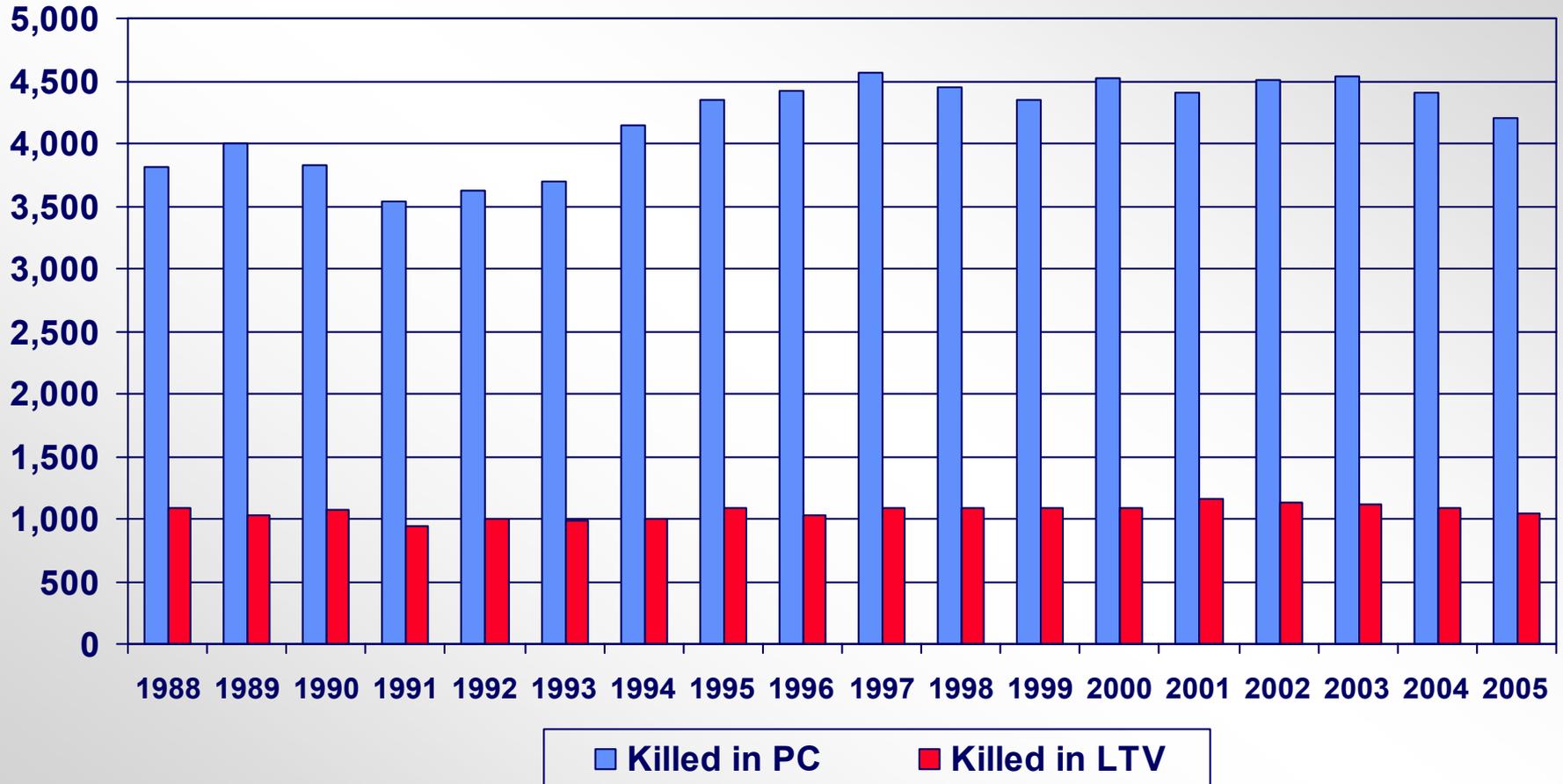
	Year		% Change
	2004	2005	
<b>Fatal Crashes</b>			
Killed in PC	4,411	4,197	-4.9%
Killed in LTV*	1,081	1,049	-3.0%
<b>Injury Crashes</b>			
Injured in PC	415,000	420,000	+1.2%
Injured in LTV*	278,000	277,000	-0.4%

PC = Passenger Car

\*LTV = Pickup Truck, Van, and Sport Utility Vehicle

Sources: FARS, NASS GES

# Occupants Killed in Two-Vehicle Crashes Involving a Passenger Car and an LTV,\* by Year



\*LTV = Pickup Truck, Van, and Sport Utility Vehicle

Source: FARS

# ***Two-vehicle crashes involving a passenger car and an LTV\* continued...***

- ***In a head-on collision, 3.6 times as many passenger car occupants were killed as LTV occupants.***
- ***When an LTV was struck in the side by a passenger car, 1.4 times as many LTV occupants were killed as passenger car occupants.***
- ***When a passenger car was struck in the side by an LTV, 18.5 times as many passenger car occupants were killed as LTV occupants.***

*\*Include Pickup Trucks, SUVs and Vans*

## **Occupants Killed in Two-Vehicle Crashes Involving a Passenger Car and an LTV,\* by Collision Type**

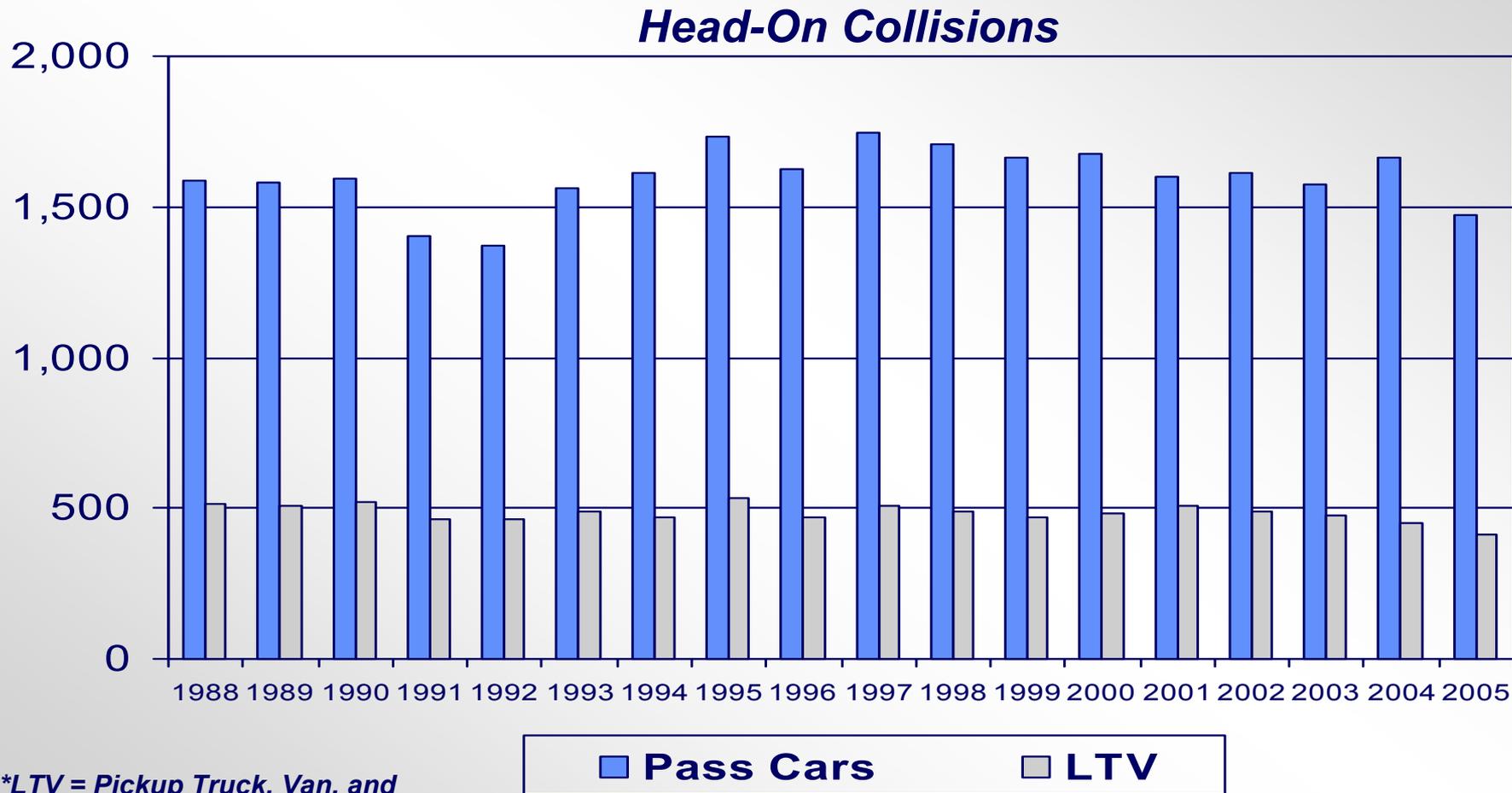
	Year		% Change
	2004	2005	
<b>Head-On Collisions</b>			
Killed in PC	1,662	1,475	-11%
Killed in LTV	453	411	-9.3%
<b>Passenger Car Front Strikes LTV Side</b>			
Killed in PC	171	189	+11%
Killed in LTV	300	261	-13%
<b>LTV Front Strikes Passenger Car Side</b>			
Killed in PC	2,165	2,160	-0.2%
Killed in LTV	102	117	+15%

PC = Passenger Car

\*LTV = Light Trucks which include Pickup Trucks, Vans, and Sport Utility Vehicles

Source: FARS

# Occupants Killed in Two-Vehicle Crashes Involving a Passenger Car and an LTV,\* by Year

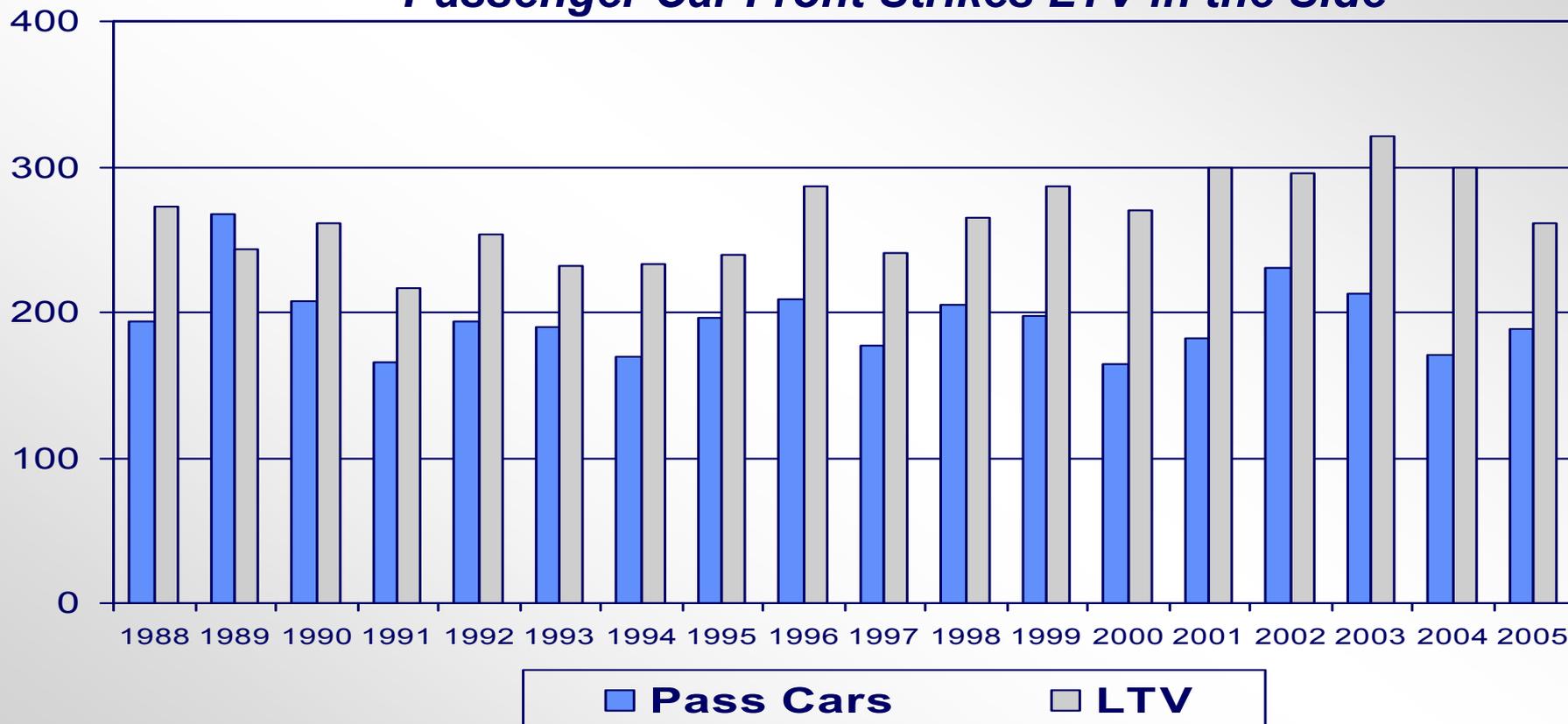


\*LTV = Pickup Truck, Van, and Sport Utility Vehicle

Source: FARS

# Occupants Killed in Two-Vehicle Crashes Involving a Passenger Car and an LTV,\* by Year

*Passenger Car Front Strikes LTV in the Side*

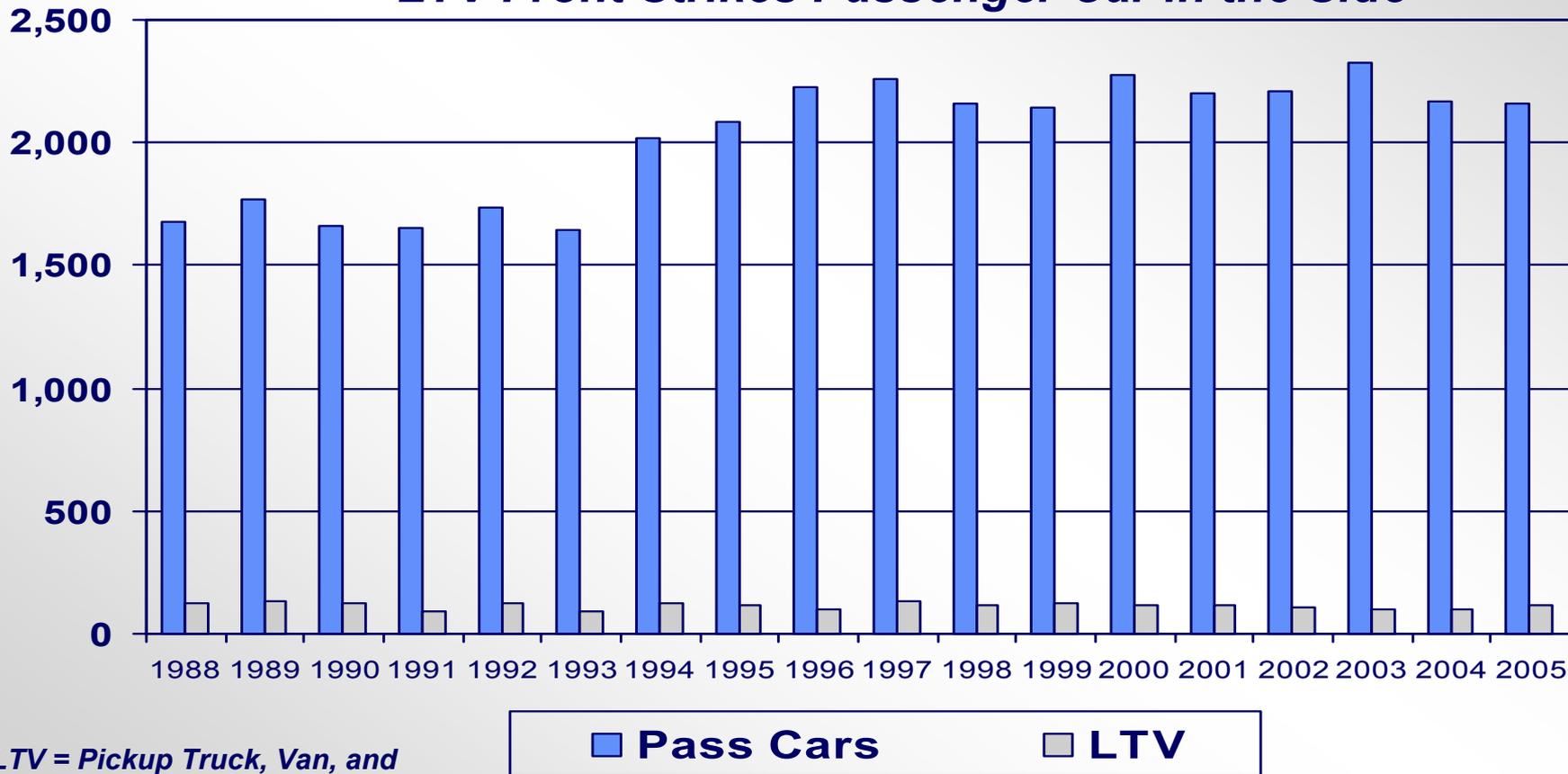


\*LTV = Pickup Truck, Van, and Sport Utility Vehicle

Source: FARS

# Occupants Killed in Two-Vehicle Crashes Involving a Passenger Car and an LTV,\* by Year

## LTV Front Strikes Passenger Car in the Side



\*LTV = Pickup Truck, Van, and Sport Utility Vehicle

Source: FARS

# ***2005 Annual Assessment***

## ***Other Focus Areas***

***Motorcycles***

***Large Trucks***

***Speeding***

***Intersection-Related and***

***Roadway Departure***

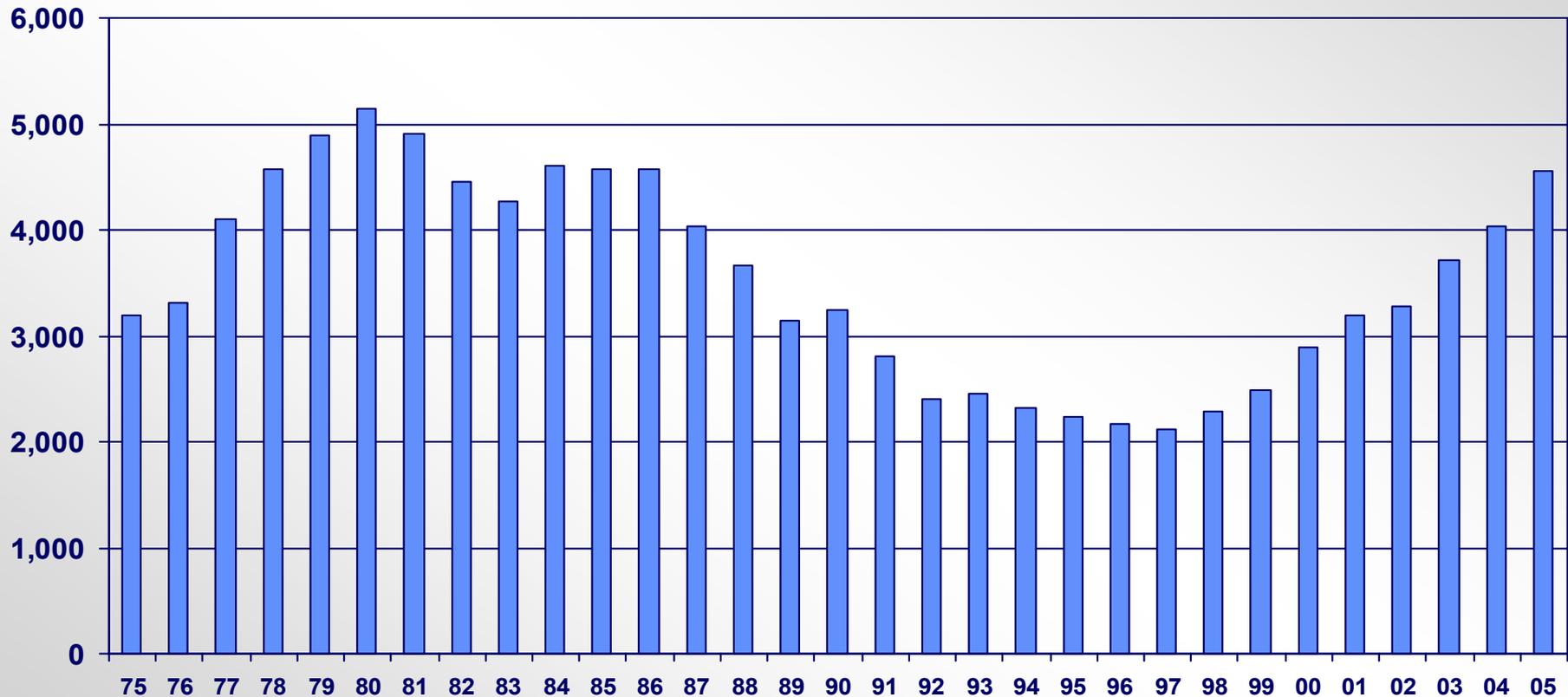
***Nonoccupants***

***Children and Youth***

***Young Drivers***

- ***Motorcycle rider fatalities***  
***increased 8<sup>th</sup> year in a row***  
***compared to 1997, an increase of 115%***  
***-- 2,437 more fatalities***
  
- ◆ ***Reaching the level last seen in 1986***

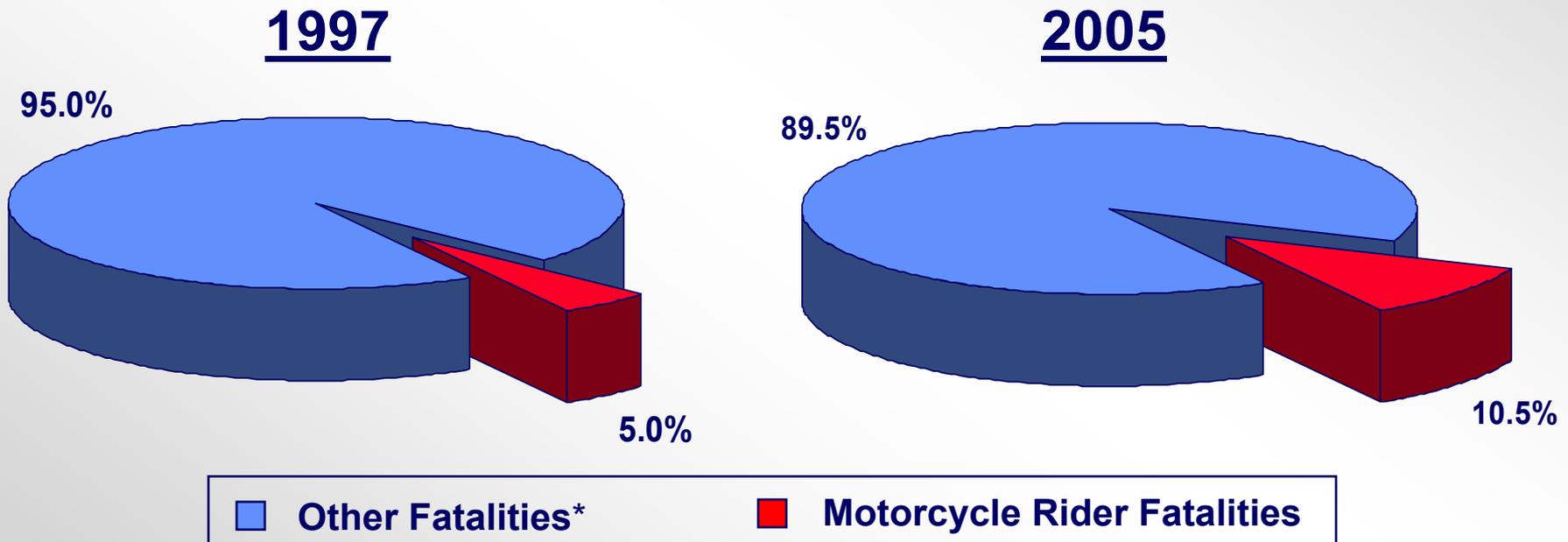
# Motorcycle Riders Killed, by Year



Source: FARS

# Proportion of Total Fatalities, by Role and Year

Motorcycle rider fatalities **increased** to **10.5%** of all motor vehicle traffic crash fatalities compared to **5.0%** in 1997



\* Passenger Vehicle Occupants, Other occupants and Nonoccupants

Source: FARS

# Total vs. Motorcycle Rider Fatalities by Year, 1997-2005

Fatalities	Year								
	1997	1998	1999	2000	2001	2002	2003	2004	2005
<b>Total</b>	42,013	41,501	41,717	41,945	42,196	43,005	42,884	42,836	43,443
<b>Change</b>	---	-512	+216	+228	+251	+809	-121	-48	+607
<b>Motorcycle Riders</b>	2,116	2,294	2,483	2,897	3,197	3,270	3,714	4,028	4,553
<b>Change</b>	---	+178	+189	+414	+300	+73	+444	+314	+525
<b>Percent Change</b>	---	+8.4%	+8.2%	+17%	+10%	+2.3%	+14%	+8.5%	+13%
<b>Percent of all Fatalities</b>	5.0%	5.5%	6.0%	6.9%	7.6%	7.6%	8.7%	9.4%	10.5%

Source: FARS

## **2005 Data Shows ...**

- ***Motorcycle rider fatalities and motorcycle registrations have both been on the rise since 1997***
- ***However, in most of these years the rate of increase in motorcycle rider fatalities has been higher than the rate of increase in motorcycle registrations (as reflected in the rate increase)***

# Motorcycle Rider Fatality Rates, by Year

Rate	Year								
	1997	1998	1999	2000	2001	2002	2003	2004	2005
Motorcycle Riders Killed	2,116	2,294	2,483	2,897	3,197	3,270	3,714	4,028	4,553
/100M Motorcycle Miles Traveled	20.99	22.31	23.46	27.67	33.17	34.23	38.78	40.09	-----
/100K Registered Motorcycles	55.30	59.13	59.80	66.66	65.20	65.35	69.16	69.68	-----
<i>Sources: FARS, FHWA</i>					<i>VMT and Registration data not available for 2005</i>				

## **2005 Data Shows ...**

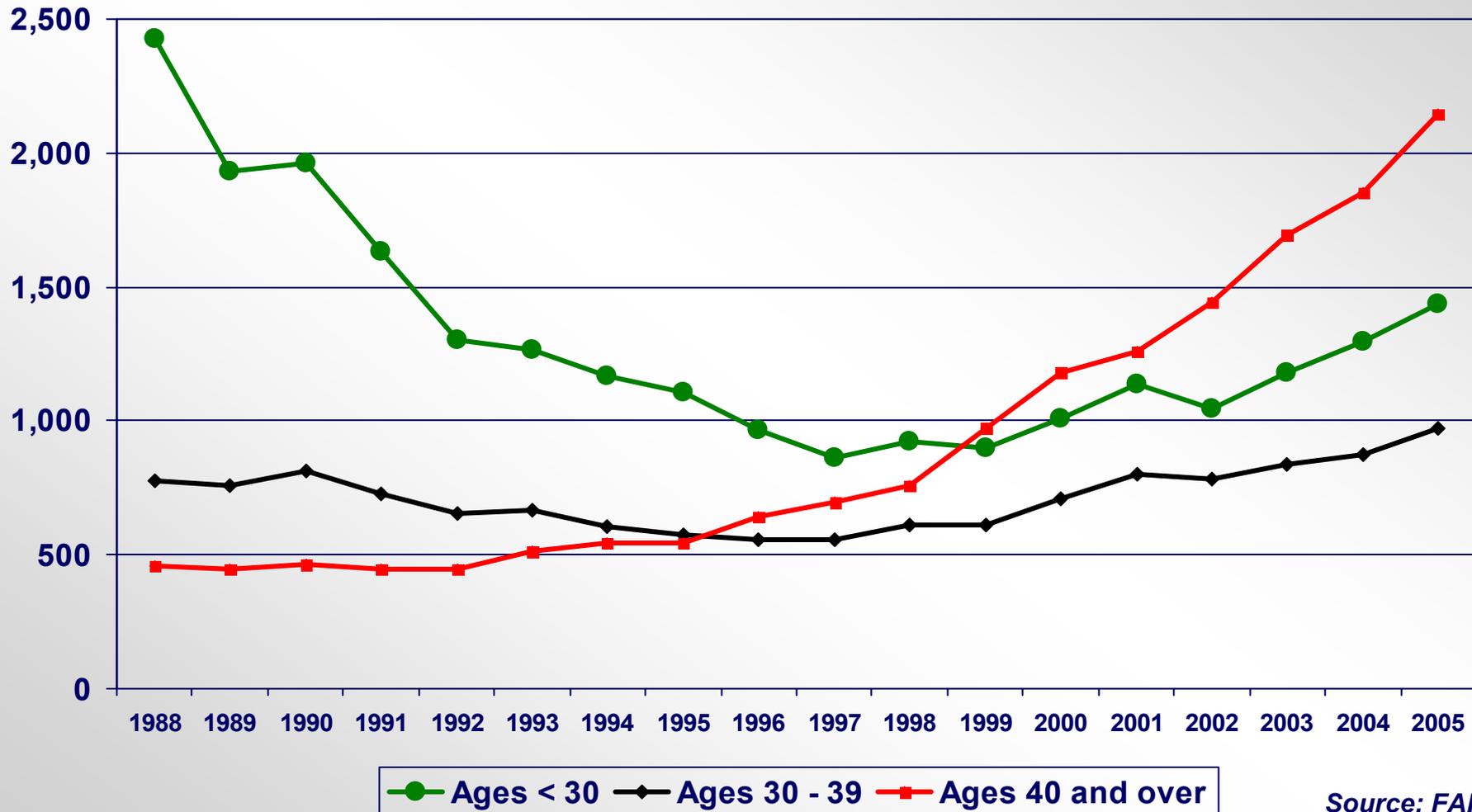
- **Motorcycle rider fatalities *increased* for every age group**
- **The largest percentage *increase* was in the 50-and-over age group, followed by the 20-29 and 30-39 age groups**

# Motorcycle Riders Killed, by Age Group

Age Group	Year		Change	% Change
	2004	2005		
Under 20	252	272	+20	+7.9%
20-29	1,046	1,166	+120	+11%
30-39	876	971	+95	+11%
40-49	971	1,019	+48	+4.9%
50+	883	1,124	+241	+27%
50-59	649	761	+112	+17%
60-69	186	285	+99	+53%
70 and Over	48	78	+30	+63%
Unknown	0	1	+1	-----
<b>Total</b>	<b>4,028</b>	<b>4,553</b>	<b>+525</b>	<b>+13%</b>

Source: FARS

# Number of Motorcycle Riders Killed, by Age Group, by Year



Source: FARS

## **2005 Data Shows ...**

- ***About two-thirds (65 percent) of the fatally injured motorcycle riders were not wearing a helmet in States without universal helmet laws compared to 14% in States with universal helmet laws.***

# ***Fatally Injured Motorcycle Riders in States With Universal Helmet Laws vs. w/o Universal Helmet Laws***

	<b>Year</b>			
	<b>2004</b>		<b>2005</b>	
<b><i>Total in States With Universal Helmet Laws</i></b>	<b>1,691</b>	<b>100%</b>	<b>1,963</b>	<b>100%</b>
<b><i>    Helmeted</i></b>	<b>1,439</b>	<b>85%</b>	<b>1,683</b>	<b>86%</b>
<b><i>    Not Helmeted</i></b>	<b>252</b>	<b>15%</b>	<b>280</b>	<b>14%</b>
<b><i>Total in States Without Universal Helmet Laws</i></b>	<b>2,337</b>	<b>100%</b>	<b>2,590</b>	<b>100%</b>
<b><i>    Helmeted</i></b>	<b>794</b>	<b>34%</b>	<b>919</b>	<b>35%</b>
<b><i>    Not Helmeted</i></b>	<b>1,543</b>	<b>66%</b>	<b>1,671</b>	<b>65%</b>

**Source: FARS**

*Motorcycle rider fatalities whose helmet use was unknown were distributed proportionally to the known use categories.*

*Total fatalities may not add due to rounding.*

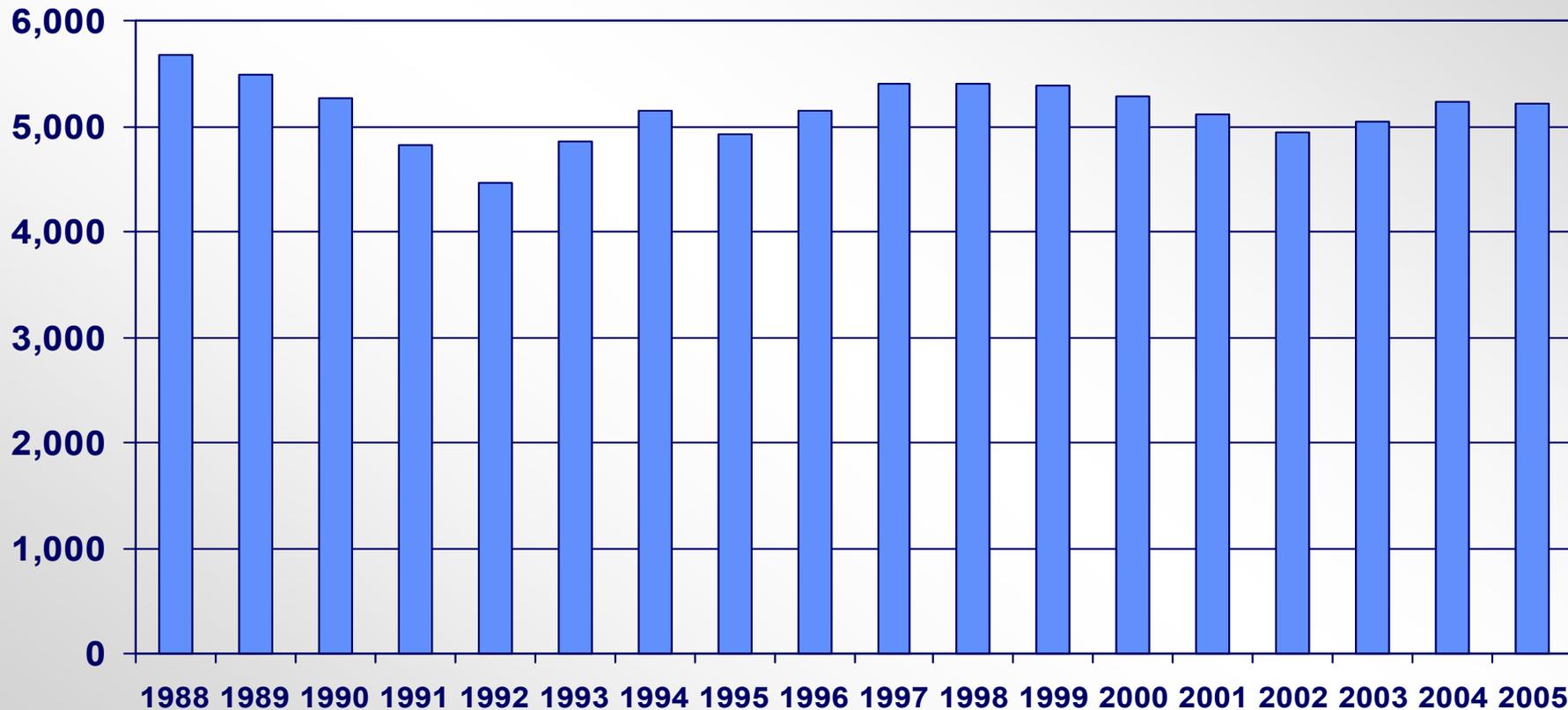
- ***The number of people killed in crashes involving large trucks **decreased*****
  - ***Truck occupant fatalities **increased** by **4.8%*****
- ***Fatalities in large truck crashes **decreased** after increasing for two consecutive years***

# Persons Killed in Large-Truck Crashes, by Type

Type	Year		% Change
	2004	2005	
Truck Occupants	766	803	+4.8%
Single-Vehicle	469	480	+2.3%
Multivehicle	297	323	+8.8%
Other Vehicle Occupants	4,042	3,944	-2.4%
Nonoccupants	427	465	+8.9%
<b>Total</b>	<b>5,235</b>	<b>5,212</b>	<b>-0.4%</b>

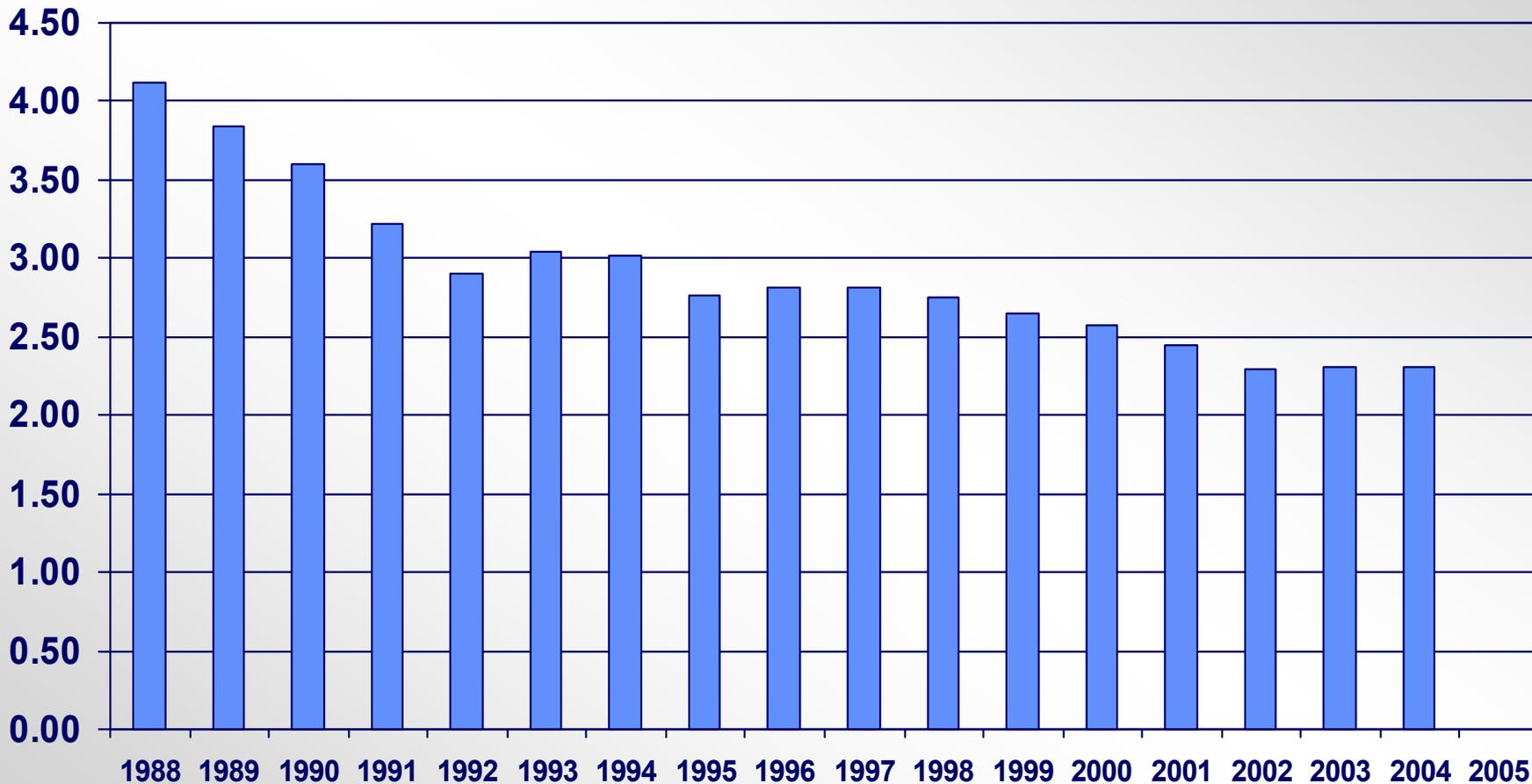
Source: FARS

# Persons Killed in Large-Truck Crashes, by Year



Source: FARS

# Fatality Rate\* in Large-Truck Crashes, by Year



\*Per 100M Large Truck VMT. 2005 VMT data not yet available.

Sources: FARS, FHWA

# People Injured in Large-Truck Crashes, by Type

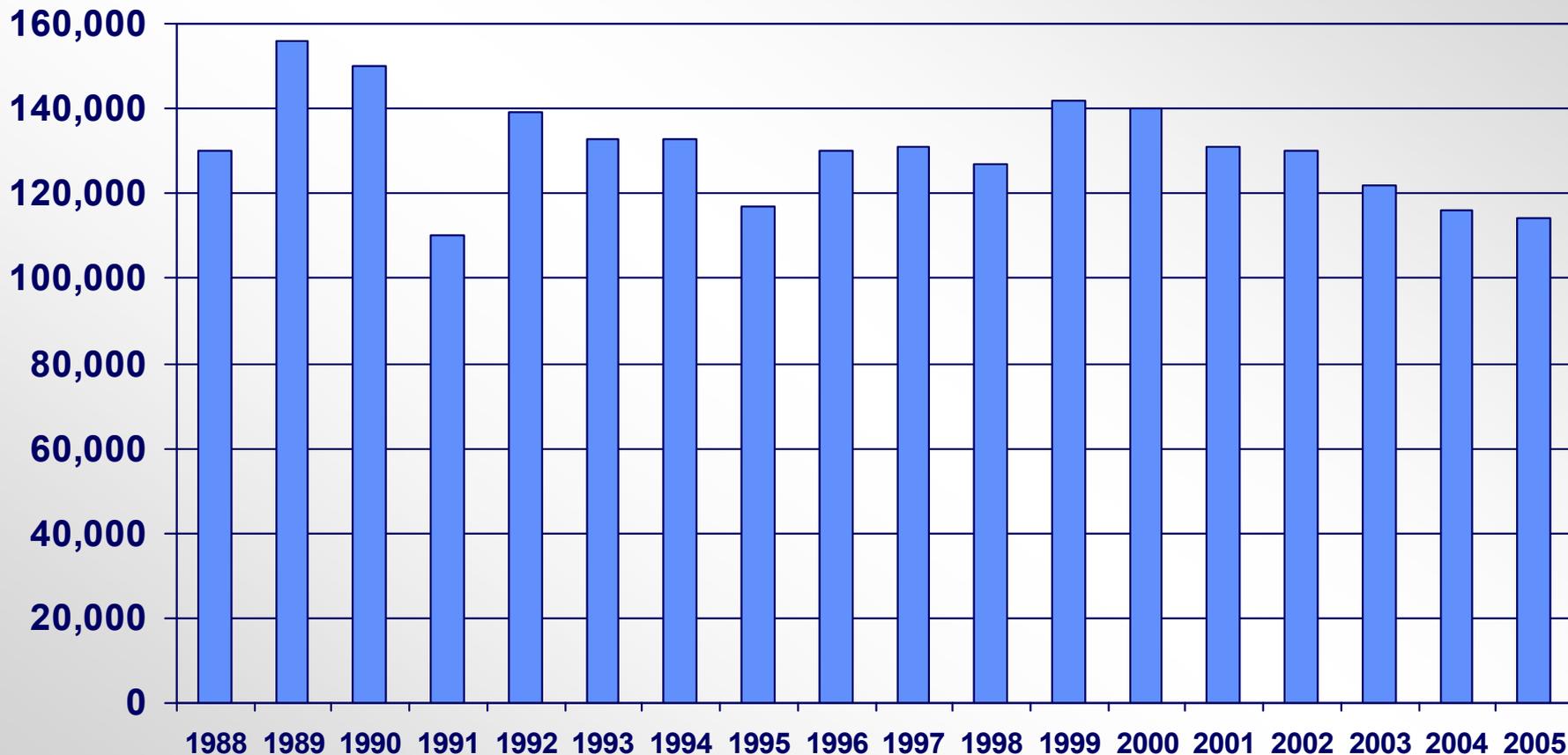
Type	Year		% Change
	2004	2005	
Truck Occupants	27,000	27,000	0%
Single-Vehicle	13,000	10,000	-23%
Multivehicle	14,000	17,000	+21%
Other Vehicle Occupants	85,000	84,000	-1.2%
Nonoccupants	4,000	2,000	-50%*
<b>Total**</b>	<b>116,000</b>	<b>114,000</b>	<b>-1.7%</b>

\*Change in Nonoccupants injured is statistically significant at the 0.05 level (95% confidence intervals)

\*\*Totals may not add due to rounding. Percentages computed after rounding.

Source: NASS GES

# People Injured in Large-Truck Crashes, by Year



Source: NASS GES

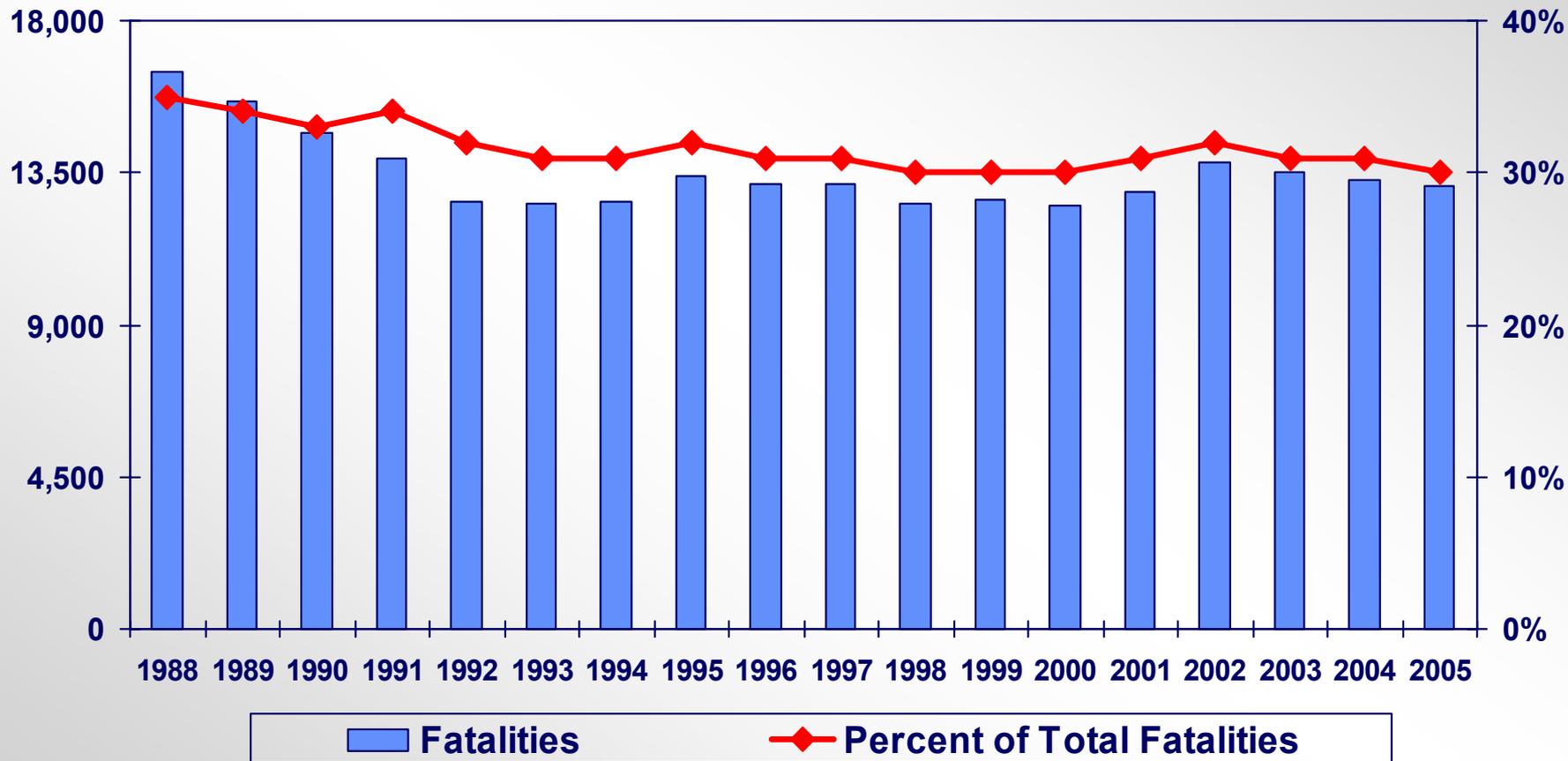
- ***Fatalities in speeding-related crashes declined by 1.3%***

# Speeding-Related Fatal Crashes and Fatalities, by Year

	Year		Change	% Change
	2004	2005		
<b>Fatal Crashes</b>				
Speeding	11,674	11,626	-48	-0.4%
Not Speeding	26,770	27,563	+793	+3.0%
Percent Speeding	30%	30%		
<b>Fatalities</b>				
Speeding	13,291	13,113	-178	-1.3%
Not Speeding	29,545	30,330	+785	+2.7%
Percent Speeding	31%	30%		

Source: FARS

# Fatalities in Speeding-Related Crashes and Percent of Total Fatalities, by Year



Source: FARS

## **Other Focus Areas** **Intersection-Related and** **Roadway Departure**

- **Intersection and intersection-related\* fatalities remained almost the same**
- **Roadway departure\*\* fatalities decreased by 1.6%**

*\*A crash is Intersection related if the first harmful event occurs within the limits of an intersection or at an approach to or exit from an intersection only within a Noninterchange area.*

*\*\* A crash is considered a roadway departure crash if it is:*

- a single-vehicle crash occurring off the roadway OR*
- a multiple vehicle crash where the manner of collision was head-on or a sideswipe in opposite direction.*

# ***Intersection, Intersection-Related and Roadway Departure Fatalities, by Year***

	Year		Change	% Change
	2004	2005		
<b>Intersection and Intersection-Related*</b>	<b>9,176</b>	<b>9,188</b>	<b>+12</b>	<b>+0.1%</b>
<b>Roadway Departure*</b>	<b>25,795</b>	<b>25,388</b>	<b>-407</b>	<b>-1.6%</b>

*\*FHWA Definition*

*Source: FARS*

*\*A crash is intersection-related if the first harmful event occurs within the limits of an intersection or at an approach to or exit from an intersection only within a noninterchange area.*

*\*\* A crash is considered a roadway departure crash if it is:*

- a single-vehicle crash occurring off the roadway OR*
- a multiple vehicle crash where the manner of collision was head-on or a sideswipe in opposite direction.*

***The number of nonoccupants  
killed **increased** by 5.7%***

# Nonoccupants Killed or Injured, by Type

Type	Year		% Change
	2004	2005	
<b>Nonoccupants Killed</b>	<b>5,532</b>	<b>5,849</b>	<b>+5.7%</b>
<b>Pedestrians</b>	<b>4,675</b>	<b>4,881</b>	<b>+4.4%</b>
<b>Pedalcyclists</b>	<b>727</b>	<b>784</b>	<b>+7.8%</b>
<b>Others **</b>	<b>130</b>	<b>184</b>	<b>+42%</b>
<b>Nonoccupants Injured*</b>	<b>118,000</b>	<b>118,000</b>	<b>0%</b>
<b>Pedestrians</b>	<b>68,000</b>	<b>64,000</b>	<b>-5.9%</b>
<b>Pedalcyclists</b>	<b>41,000</b>	<b>45,000</b>	<b>+9.8%</b>
<b>Others **</b>	<b>9,000</b>	<b>8,000</b>	<b>-11%</b>

\*Totals may not add due to rounding. Percentages computed after rounding.

Sources: FARS, NASS GES

\*\*Includes occupants of motor vehicles not in transport and of non-motor vehicle transport devices and unknown nonoccupants

# ***Pedestrian Fatalities, by Age Group***

***Pedestrian fatalities  
increased for all age  
groups in 2005 except  
for 4-7 and 8-15***

Age Group	Year		Change	% Change
	2004	2005		
0-3	78	90	+12	+15%
4-7	107	90	-17	-16%
8-15	212	208	-4	-1.9%
16-20	269	281	+12	+4.5%
21-24	278	296	+18	+6.5%
25-34	599	613	+14	+2.3%
35-44	781	804	+23	+2.9%
45-54	855	901	+46	+5.4%
55-64	504	555	+51	+10%
65-74	385	406	+21	+5.5%
>74	566	575	+9	+1.6%
Unknown	41	62	+21	+51%
<b>Total</b>	<b>4,675</b>	<b>4,881</b>	<b>+206</b>	<b>+4.4%</b>

Source: FARS

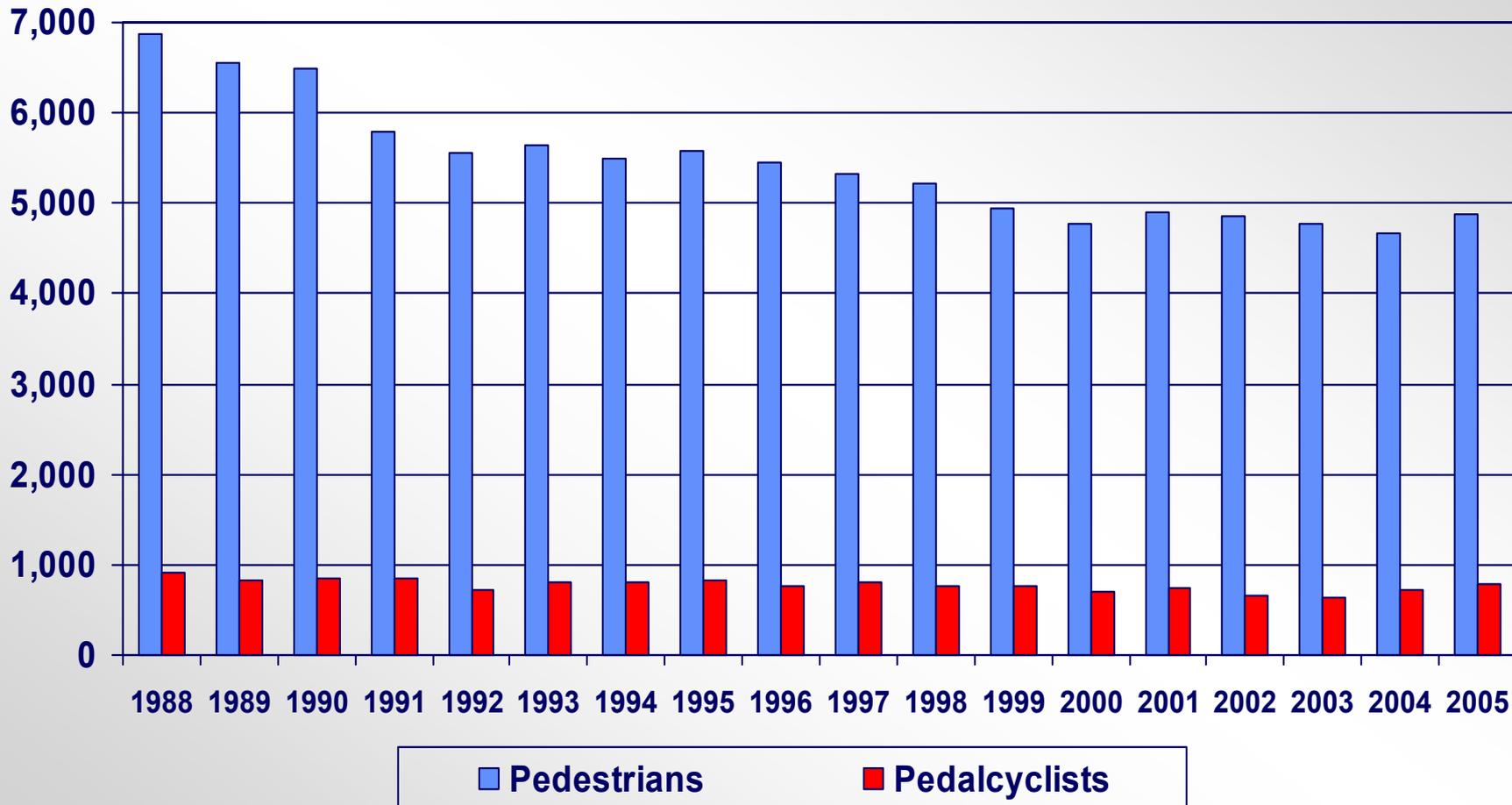
# Pedalcyclist Fatalities, by Age Group

The **21-24** age group showed the largest percent **increase** in pedalcyclist fatalities in 2005

Age Group	Year		Change	% Change
	2004	2005		
0-3	5	8	+3	+60%
4-7	26	17	-9	-35%
8-15	119	119	0	0.0%
16-20	50	47	-3	-6.0%
21-24	23	41	+18	+78%
25-34	61	76	+15	+25%
35-44	145	150	+5	+3.4%
45-54	129	156	+27	+21%
55-64	73	81	+8	+11%
65-74	57	48	-9	-16%
>74	35	33	-2	-5.7%
Unknown	4	8	+4	+100%
Total	727	784	+57	+7.8%

Source: FARS

# ***Pedestrians and Pedalcyclists Killed, by Year***



Source: FARS

- ***Fatalities for children age 0 – 3  
declined by 8.3%***
- ***Occupant fatalities decreased  
but nonoccupant fatalities  
increased***

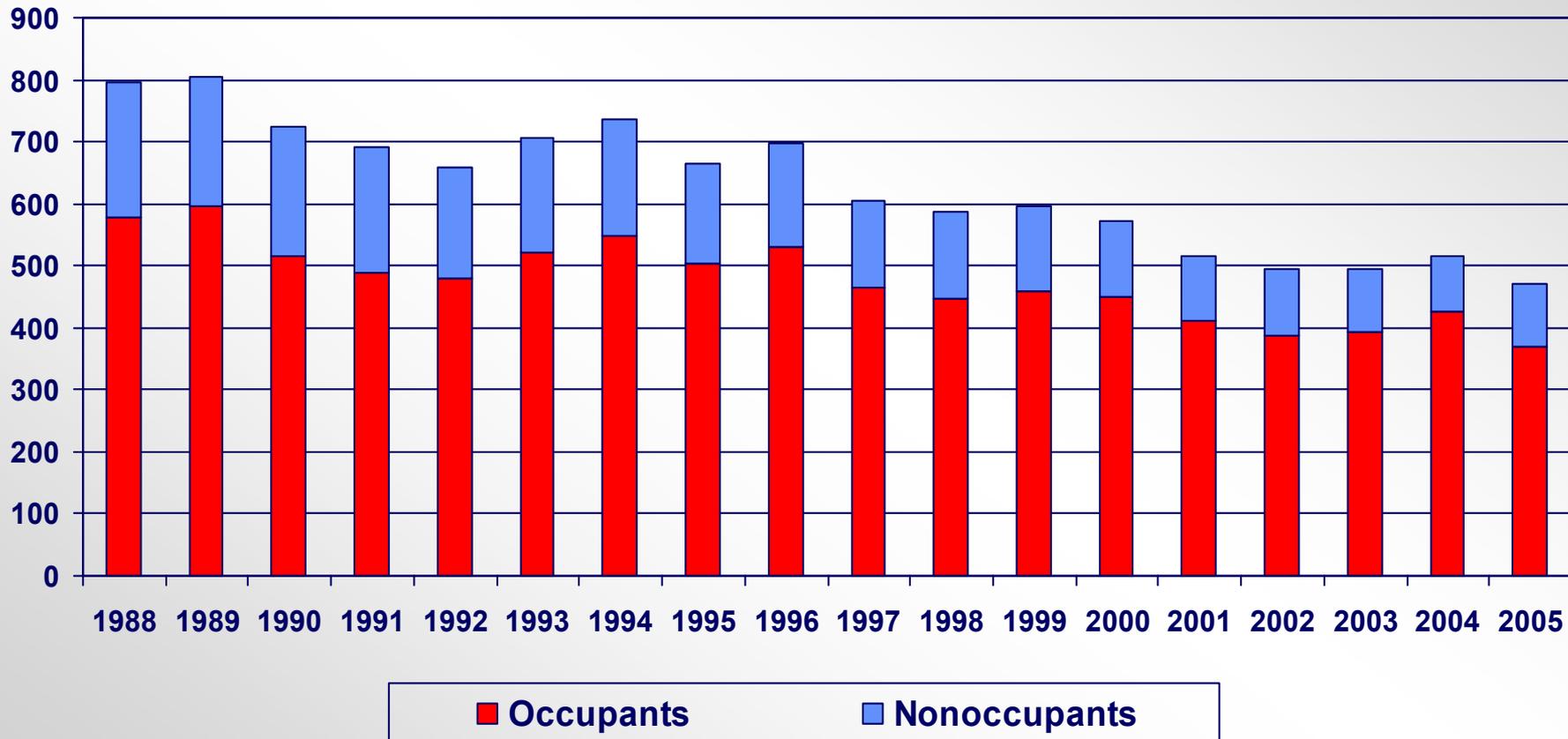
# Children, Age 0-3, Killed or Injured, by Role

Role	Year		% Change
	2004	2005	
<b>Killed</b>	<b>515</b>	<b>472</b>	<b>-8.3%</b>
Occupants	427	371	-13%
Nonoccupants	88	101	+15%
<b>Injured*</b>	<b>44,000</b>	<b>43,000</b>	<b>-2.3%</b>
Occupants	41,000	40,000	-2.4%
Nonoccupants	2,000	2,000	0%

\*Totals may not add due to rounding. Percentages computed after rounding.

Sources: FARS, NASS GES

# Children, Age 0-3, Killed, by Year and Role



Source: FARS

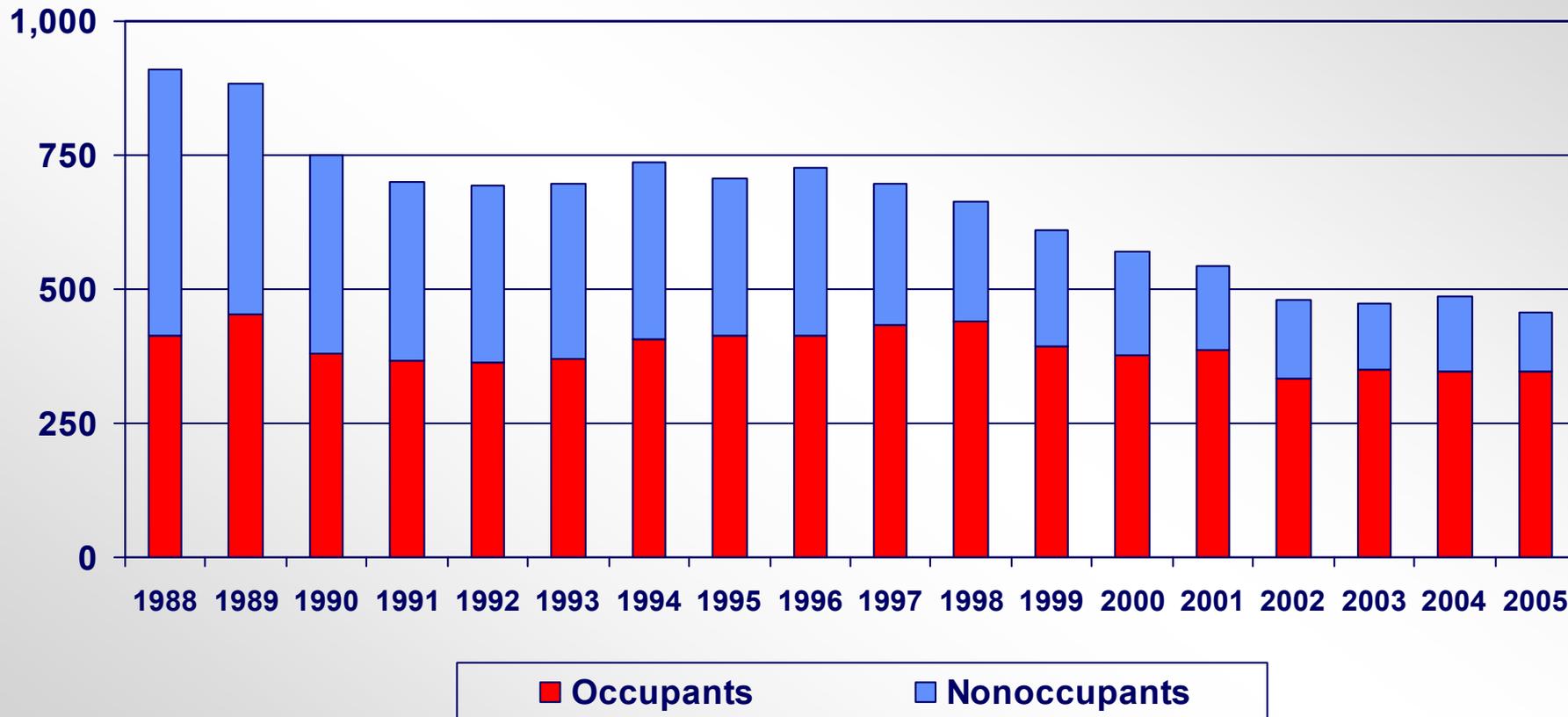
- ***Fatalities for children age 4 – 7  
declined by 6.0%***
- ***Fatalities remained below 500 for the  
fourth consecutive year***

# Children, Age 4-7, Killed or Injured, by Role

Role	Year		% Change
	2004	2005	
<b>Killed</b>	<b>487</b>	<b>458</b>	<b>-6.0%</b>
Occupants	348	346	-0.6%
Nonoccupants	139	112	-19%
<b>Injured</b>	<b>60,000</b>	<b>57,000</b>	<b>-5.0%</b>
Occupants	53,000	49,000	-7.5%
Nonoccupants	7,000	8,000	+14%

Sources: FARS, NASS GES

# Children, Age 4-7, Killed, by Year and Role



Source: FARS

- ***Overall fatalities in children and youth, age 8 – 15, declined by 12%***
- ***People injured declined by 3.4%***

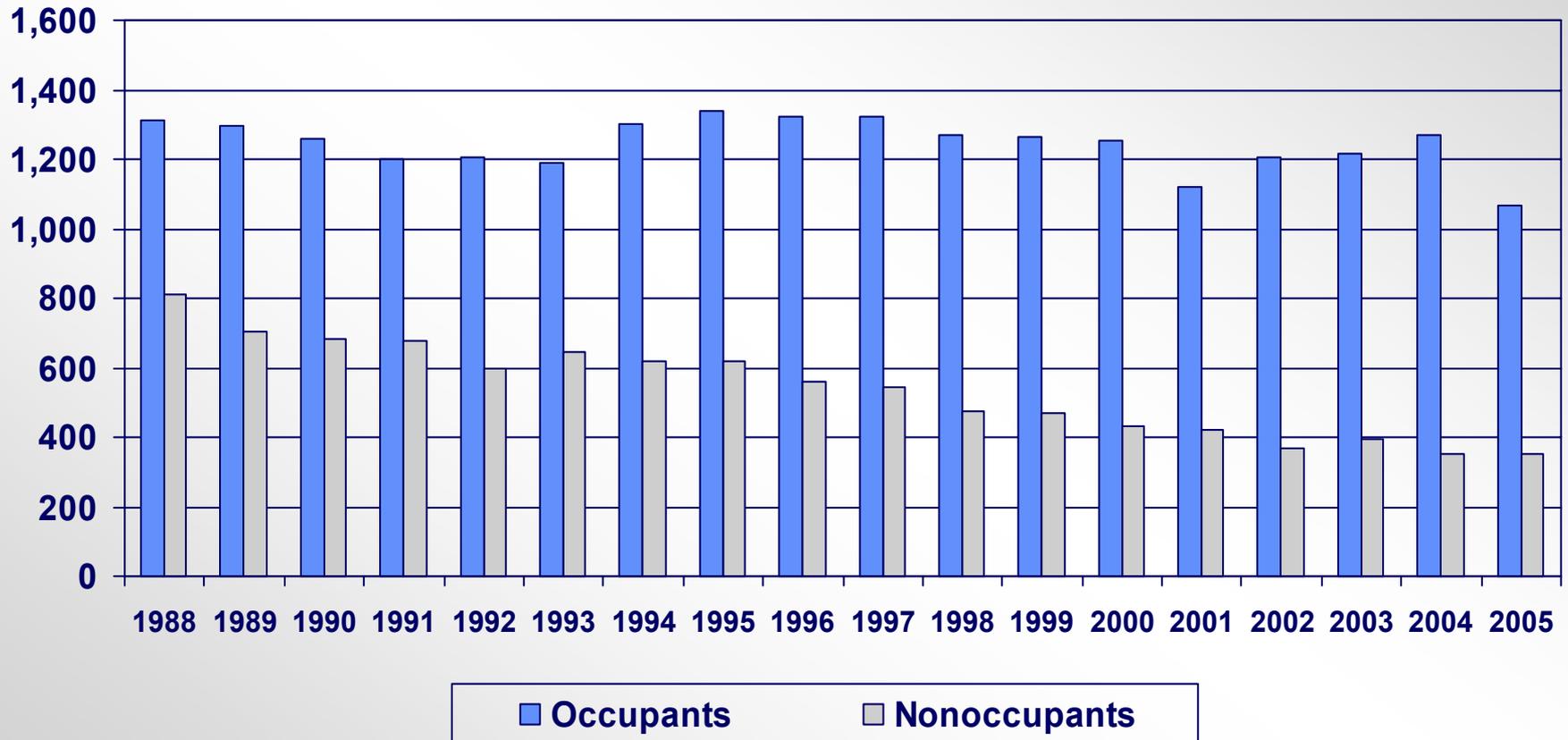
# Children and Youth, Age 8-15, Killed or Injured, by Role

<i>Role</i>	<i>Year</i>		<i>% Change</i>
	<i>2004</i>	<i>2005</i>	
<b>Killed</b>	<b>1,620</b>	<b>1,418</b>	<b>-12%</b>
Occupants	1,270	1,067	-16%
Nonoccupants	350	351	+0.3%
<b>Injured*</b>	<b>178,000</b>	<b>172,000</b>	<b>-3.4%</b>
Occupants	152,000	147,000	-3.3%
Nonoccupants	26,000	25,000	-3.8%

*\*Totals may not add due to rounding. Percentages computed after rounding.*

*Sources: FARS, NASS GES*

# Children and Youth, Age 8-15, Killed, by Year and Role



Source: FARS

- *The number of young drivers (age 16 – 20) killed **declined by 4.6%***
- *And fatal young driver crashes **declined by 6.3%***
- *Injury and property damage only crashes also **declined***

# Number of Crashes and People Killed in Crashes Involving Young Drivers (Age 16-20)

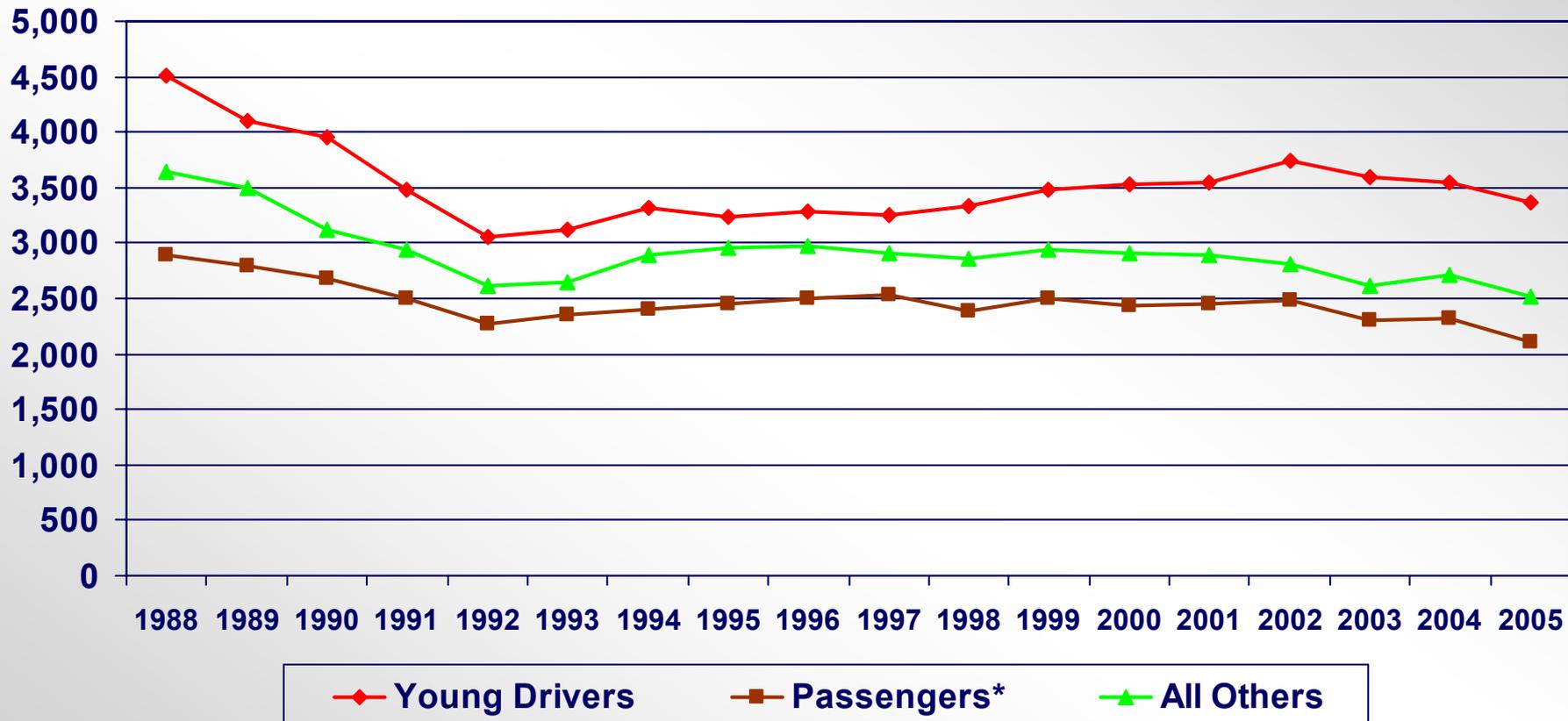
Crashes and Persons Killed	Year		% Change
	2004	2005	
<b>Crashes</b>			
Fatal	7,431	6,964	-6.3%
Injury	517,000	468,000	-9.5%*
PDO	1,269,000	1,063,000	-16%*
<b>People Killed</b>			
Young Drivers	3,538	3,374	-4.6%
Male	2,530	2,503	-1.1%
Female	1,008	871	-14%
Passengers**	2,324	2,107	-9.3%
All Others	2,720	2,523	-7.2%

\*Changes in Injury and Property-Damage-Only (PDO) are statistically significant at the 0.05 level (95% confidence intervals)

\*\*In vehicles with young drivers

Sources: FARS, NASS GES

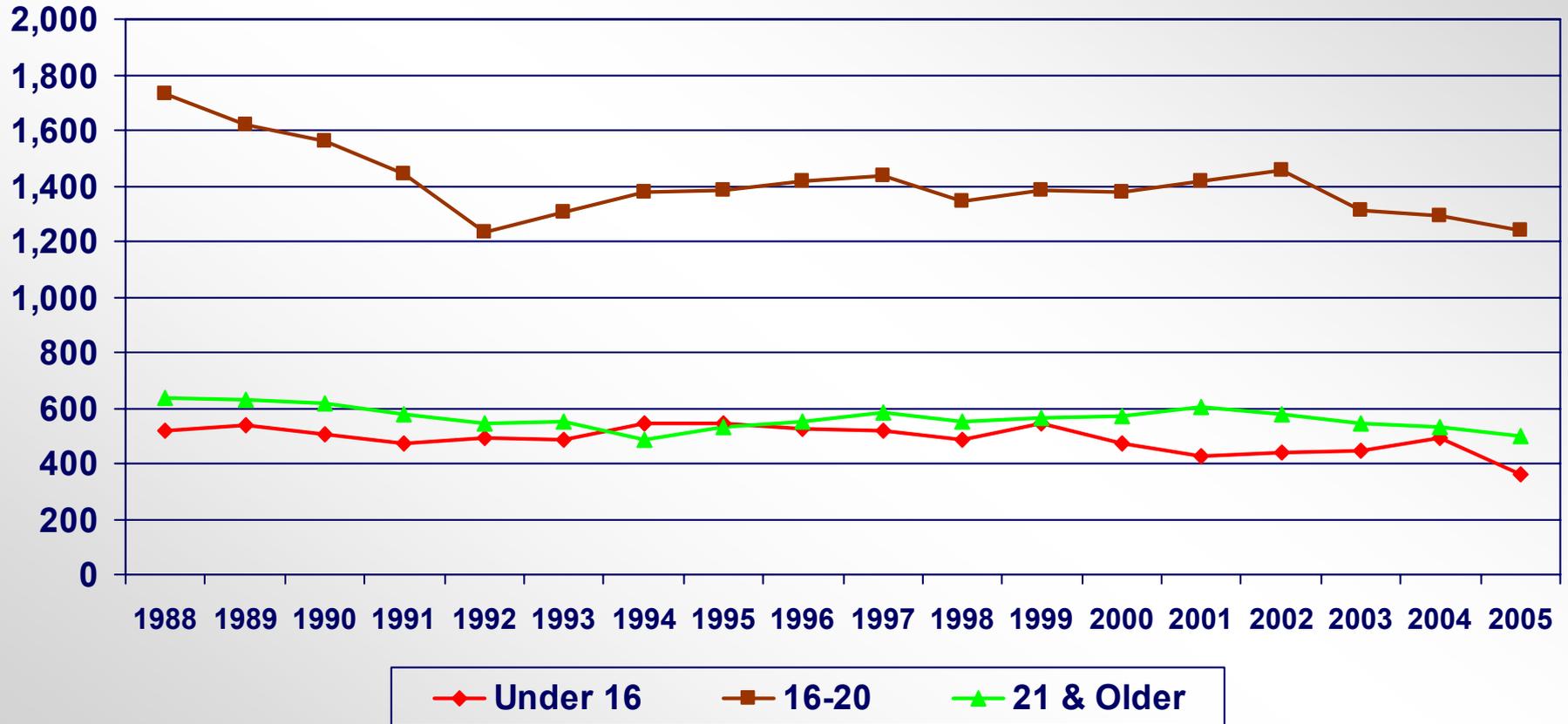
# People Killed in Crashes Involving Young Drivers (Age 16-20), by Year and Role



\*In vehicles with young drivers

Source: FARS

# Passenger Fatalities in Vehicles Driven by a 16-to 20-Year-Old, by Year and Age of Passenger



Source: FARS

***Questions about the data in this  
report may be sent  
by e-mail to:  
[ncsaweb@nhtsa.dot.gov](mailto:ncsaweb@nhtsa.dot.gov)***

***or***

***made by phone to:  
800-934-8517***